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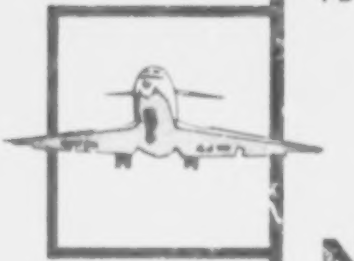

NATIONAL TRANSPORTATION SAFETY BOARD

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WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 13, 1985 ACCIDENTS

ORIGINAL

NTSB/AAB-86/27

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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15. Supplementary Notes

16. Abstract

This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.

File Numbers: 2401 through 2600

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FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304(a) of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein.

This publication is issued eighteen (18) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

The enclosed computer briefs are the reports of the National Transportation Safety Board and thereby subject to the limitations of 49 USC 1441(e) which states:

> "No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damage growing out of any matter mentioned in such report or reports."

In reading these reports, it should be borne in mind that they are produced directly from records on magnetic disk by electronic data processing equipment. Due to spacing limitations a number of abbreviations are utilized in the narrative section. Therefore, caution should be exercised in reading this section on the Briefs of Accidents.

Collisions between aircraft are treated as one accident. An analysis is done on each aircraft involved in a collision. This produces two aircraft accident records per accident. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents.

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be produced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

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DEFINITIONS

The following definitions contained in CFR 49, Part 830, Paragraph 830.2 apply when used in this publication.

Aircraft Accidents

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

Fatal Injury

Any injury which results in death within 30 days of the accident.

Serious Injury

Any injury which 1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; 4) involves injury to any internal organ; or 5) involves second or third degree burns affecting more than 5 percent of the body surface.

Substantial Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. 2) Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "Substantial Damage" for the purpose of this part.

OCCURRENCE

Occurrence relates to the immediate circumstance of the event. Occurrences are numbered in descending order and directly relate to the phase of operation. Some examples of occurrences are as follows:

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Gear Collapsed

Collapse of the landing gear due to mechanical failure other than malfunction of the retracting mechanism.

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

The type of operating certificate/type of operation refers to the purpose for which the aircraft is being operated at the time of the accident. This type of operating certificate is broken into two categories. These categories are:

1. GENERAL AVIATION

This operating certificate refers to operations involving U.S. and foreign aircraft owned and operated by persons, businesses, corporations, et cetera. This category also includes public use aircraft.

To further define General Aviation operations we have classified the following:

Personal

Flying by individuals in there own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

Business

The use of aircraft by pilots (not receiving direct salary or compensation for piloting) in connection with their occupation or in the furtherance of a private business.

Corporate/Executive Operations

The use of aircraft owned or leased, and operated by a corporation or business firm for the transportation of personnel or cargo in furtherance of the corporation's or firm's business, and which are flown by professional pilots receiving a direct salary or compensation for piloting.

Instructional Flying

Refers to flying accomplished in supervised training under the direction of an accredited instructor.

Other Flying

Includes other kinds of flying not covered under the other broad categories. In some instances the criterion of direct financial return may or may not be present.

2. AIR CARRIER

This operating certificate refers to all operations conducted for direct financial return except instructional flying. It includes Domestic/Flag Air Carriers, Supplemental Air Carriers, All Cargo Air Service Air Carriers, Commercial Operators, Air Travel Club, and Corporate (14 CFR 125) operations. Also included in this category are Commuter Air Carrier and On-Demand Air Taxi operations.

Airframe/Component/System Failure/Malfunction

Occurrences resulting from failure of any part of the airframe/component/system while in flight or in motion on the ground. Excludes failure resulting from contact with another airplane or object, or impact with the ground, or damage from landing gear collapse or retraction.

Powerplant - Loss of Power

Occurrences of engine failure or malfunction for any reason. Includes engine stoppage, power interruption, or power loss, actual or simulated.

PHASE OF OPERATION

The phase of operation relates to the particular segment of the flight or occurrences during which the circumstances of the accident occur.

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions and circumstances are considered. The object is to ascertain these cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. The term factor is used to denote those elements of an accident which further explain or supplement the probable cause(s). Additional items that are not categorized as cause or factors are indicated as findings. These items are of interest in the investigation, however, they do not relate directly to the cause of the accident.

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BASIC WEATHER CONDITIONS

The types of weather conditions (VMC/IMC) are determined in accordance with the prescribed minima in Part 91 of the Federal Aviation Regulations. These minima pertain to the ceiling and visibility, in conjunction with the type of airspace at the accident site. Type of weather conditions are based on surface weather as determined from officially recognized sources. Weather conditions encountered in flight are not necessarily representative of the classifications VMC/IMC as carried under Weather Data.

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FILE ORDER LISTING

ISSUE NUMBER 13

CALENDAR YEAR 1985

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File Order Listing - Issue No. 13, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
2401	161HA	070585	GONZALES, CA	HILLER	UH-12E	NONE	52
2402	64851	120985	UPLAND, CA	CESSNA	152	NONE	164
2403	5706B	071185	SAWMILL, AZ	CESSNA	182	NONE	14
2404	29461	070685	SALINE VALLEY, CA	PIPER	PA-34-200T	NONE	54
2405	1048P	070785	DURHAM, CA	HILLER	UH-12B	NONE	56
2406	4444P	112785	DORADO, PR	PIPER	PA-23-160	NONE	346
2407	136AV	113085	CEDAR KEY, FL	PIPER	PA-28-181	MINOR	200
2408	633RE	062785	PEMBROKE PINES, FL	PIPER	PA-32RT-30	MINOR	198
2409	5422Q	082385	NEWPORT BEACH, CA	CESSNA	150	NONE	100
2410	5259K	081485	SAINT HELENA, CA	CESSNA	172P	NONE	88
2411	6166H	080685	HESPEPIA, CA	PIPER	PA-28R-201	NONE	82
2412	6284T	073085	SONOMA, CA	CESSNA	150E	SERIOUS	72
2413	7474N	072085	GRAND CANYON, AZ	BEECH	95-B55	NONE	16
2414	7853	071785	DURHAM, CA	GRUMMAN	G-164A	NONE	60
2415	52581	031185	LAUREL, MD	CESSNA	182P	NONE	252
2416	93533	062185	COLLEGE PARK, MD	BELLANCA	17-30A	MINOR	254
2417	8232R	033085	ROANOKE, VA	BELLANCA	17-30A	SERIOUS	362
2420	129AA	062785	SAN JUAN, PR	MCDONNELL DO	DC-10-10	SERIOUS	344
2421	3338J	041485	DAYTONA BEACH, FL	CESSNA	150G	MINOR	196
2422	731RD	081785	BAINBRIDGE, GA	CESSNA	A188B	NONE	226
2424	772CB	032885	CALHAN, CO	GULFSTREAM C	681	FATAL	176
2425	4760L	061285	DELTA, UT	PIPER	PA-28-180N	NONE	358
2426	5250G	081785	BROOKLYN, NY	CESSNA	C-305A	FATAL	322
2427	6524J	100585	BREAKABEEN, NY	CESSNA	C-377A	FATAL	328
2428	254PW	100985	CADILLAC, MI	GULFSTREAM	690A	FATAL	276

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2429	100HF	110785	SPARTA, TN	HAWKER SIDDE	DH 125-400	SERIOUS	352
2430	43T	121385	OPA LOCKA, FL	BEECH	E-18S	NONE	208
2431	2960P	121585	HOMESTEAD, FL	LAKE AIRCRAF	LA4-200	NONE	212
2432	1158M	120885	SARASOTA, FL	CESSNA	337F	NONE	206
2433	111VE	120885	ORLANDO, FL	DOUGLAS C. C	VARIEZE	NONE	204
2434	5547J	121885	LAKE CITY, FL	PIPER	PA-32-260	MINOR	214
2435	64463	121985	DELAND, FL	BEECH	C-18S	NONE	216
2436	711DP	090185	CALIFORNIA CITY, CA	GLASFLUGEL	ST LIEBELL	NONE	110
2437	2708X	121185	YUBA CITY, CA	CESSNA	335	MINOR	166
2438	7919	100585	BLYTHE, CA	WILLIE	II	MINOR	128
2439	9653J	081985	BAKERSFIELD, CA	PIPER	PA-28-180	NONE	92
2440	11490	072385	GOLETA, CA	CESSNA	150L	FATAL	66
2441	15548	071785	MONTEREY, CA	PIPER	PA-28-235	FATAL	62
2442	700TD	120285	WIMAUMA, FL	GRUMMAN AMER	AA-5	SERIOUS	202
2444	6322S	071685	THERMAL, CA	CESSNA	152	SERIOUS	58
2445	8409M	083185	AVALON, CA	CESSNA	A150K	NONE	106
2446	71300	112385	SUNIZONA, AZ	CESSNA	172A	MINOR	34
2447	67488	082685	GRASS VALLEY, CA	CESSNA	152	NONE	104
2448	6277Z	072785	TAOHOMA, CA	CESSNA	TU206G	MINOR	68
2449	56PS	072885	RAMONA, CA	AEROTEK, INC	PITTS S-2A	FATAL	70
2450	8798Z	081685	HILO, HI	CESSNA	R182RG	NONE	236
2451	25660	082585	SAN MARTIN, CA	PIPER	PA38-112	MINOR	102
2452	2569L	122285	BROOKSVILLE, FL	PIPER	PA-38-112	NONE	218
2453	1544Z	122985	LAKE WALES, FL	BEECHCRAFT	B-35-P	MINOR	222
2454	8408F	122885	LEESBURG, FL	PIPER AIRCRA	PA-28-161	NONE	220

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2455	9409W	122685	MTTITUCK, NY	PIPER	PA-28-235	NONE	334
2456	5302V	123085	MADISON, FL	CESSNA AIRCR	T210L	NONE	224
2457	98079	062285	PERRY HALL, MD	PIPER	PA 28-140B	MINOR	256
2458	7770Y	121185	CORNING, NY	PIPER	PA-30	FATAL	332
2459	24787	072385	MECHANICSVILLE, MD	CESSNA	152	SERIOUS	260
2460	10WN	072885	FREDERICKSBURG, VA	STAMPE	SV4C	NONE	366
2461	7657S	072785	WOODBINE, MD	BELLANCA	8GC2C	NONE	262
2462	89432	072385	CHARLOTTESVILLE, VA	CESSNA	152	NONE	364
2463	8499B	112985	MANASSAS, VA	ROBINSON	R-22	NONE	368
2464	737XD	071985	STEVENSVILLE, MD	CESSNA	182RG	NONE	258
2465	556H	072185	MILFORD, MI	ENSTROM HELI	280C	NONE	268
2466	6897C	062585	KANKAKEE, IL	PIPER	PA-28-181	NONE	238
2467	6508K	072585	DETROIT, MI	CESSNA	172P II	NONE	270
2468	5755X	120685	ADA, OH	CESSNA	320	FATAL	336
2469	4155N	120785	ROCHESTER, IN	CESSNA	140	NONE	244
2470	7763	120785	KALAMAZOO, MI	BELL	47G	NONE	280
2471	62FS	120785	CARBONDALE, IL	CESSNA	150M	NONE	242
2472	2257	101185	HOMER CITY, PA	DE HAVILLAND	DHC-6	FATAL	340
2473	4WG	112685	WORCESTER, MA	ISRAEL AIRCR	WW-24	NONE	250
2476	30BL	091485	PADUCAH, KY	LAUX PITTS	S-1S	FATAL	246
2477	7300A	122685	KINGS MOUNTAIN, NC	CESSNA	172	MINOR	304
2478	3177E	102285	CLAYTON, GA	CESSNA	172N	FATAL	228
2479	8011A	072985	MANZANITA, OR	CESSNA	170B	FATAL	338
2480	5059G	101885	TURLOCK, CA	CITABRIA	7ECA	MINOR	134
2481	6900S	082085	SAN JOSE, CA	CESSNA	150	MINOR	94

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2482	9323S	101985	SAN DIEGO, CA	BEECH	24R	NONE	136
2483	3107G	121385	MADERA, CA	HILLER	H-23A	SERIOUS	168
2484	973T	092385	SAN JOSE, CA	BEECH	P60	NONE	122
2485	1983W	101185	RUTH, CA	BEECH	B19	NONE	130
2486	45382	092185	SELMA, CA	CESSNA	150M	NONE	120
2487	9782K	090185	CARPINTERIA, CA	STINSON	108-2	NONE	108
2488	2874B	092185	WATSONVILLE, CA	BELL	47G-2	NONE	118
2489	45CT	080485	TUCSON, AZ	NORTH AMERIC	T-6G	NONE	20
2490	47340	101385	CONCORD, CA	PIPER	PA-28R-201	MINOR	132
2491	1944H	101885	CHARLESTON, SC	PIPER	PA-34-200T	FATAL	350
2492	6497H	121585	NAPASKIAK, AK	CESSNA	C-207	SERIOUS	6
2493	6975R	082485	CLARKSBURG, WV	BEECH	C23	NONE	376
2494	6825K	072285	RIVERTON, WY	SCHWEIZER AG	G-164B-600	NONE	380
2495	5414C	072085	KALISPELL, MT	CESSNA	170B	NONE	292
2496	53410	070785	RIO RANCHO, NM	CESSNA	172P	SERIOUS	314
2497	5203V	061885	GRAND FORKS, ND	HUGHES	269C	NONE	306
2498	908V	060585	KALISPELL, MT	BEECH	V35B	NONE	288
2499	9406W	042185	CASTAIC, CA	PIPER	PA-28-235	FATAL	44
2500	9044P	121985	NEWPORT BEACH, CA	PIPER	PA24-260	FATAL	174
2501	98954	102685	FULLERTON, CA	CESSNA	172P	MINOR	142
2502	9950B	090385	GLENDALE, AZ	PIPER	PA-28-180	SERIOUS	30
2503	9660W	101585	CHINO VALLEY, AZ	PIPER	PA-28-140	NONE	32
2504	2491Y	102085	PALO ALTO, CA	PIPER	PA28-181	NONE	138
2505	2484Z	090285	PILOT HILL, CA	PICARD	AX6	SERIOUS	112
2506	6047N	102285	OAKDALE, CA	CESSNA	210M	NONE	140

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2507	231GW	092985	HUNTINGTON BCH, CA	MOONEY AIRCR	M20K	MINOR	126
2508	9726X	062285	SYLMAR, CA	CESSNA	210	NONE	98
2509	128SP	091185	HAYESVILLE, NC	CESSNA	404	NONE	300
2510	9229	090385	MOAB, UT	CESSNA	182N	NONE	360
2511	55408	041085	EAST HADDAM, CT	PIPER	PA-28-180	FATAL	194
2512	8976K	080485	SUPERIOR, MT	STINSON	108-1	NONE	294
2513	5430Z	073085	BOULDER, CO	PIPER	PA-22	NONE	182
2514	8618A	051285	CARRIZOZO, NM	ENSTROM	F-28F	FATAL	312
2515	2334Z	073185	KAMUELA, HI	BEECH	23	MINOR	234
2516	7713V	043085	FREMONT, CA	AERO COMMAND	CALLAIR A-	SERIOUS	46
2517	21708	080585	TRENTON, AL	CESSNA	A188B	NONE	8
2518	38174	071885	PEPIN, WI	PIPER	PA-28-140	NONE	370
2519	9306K	070585	HASTINGS, MI	STINSON	108-2	NONE	266
2520	2443Y	071285	ASPEN, CO	PIPER	PA-28-161	FATAL	178
2521	CGTGV	090585	SAINT MARY, MT	PIPER	PA-28RT-20	FATAL	296
2522	75063	060985	MELSTONE, MT	PIPER	PA-32R-300	FATAL	290
2523	8777F	081885	HECTOR, MN	HUGHES	269A	NONE	284
2524	53264	081185	LITTLE FALLS, MN	CESSNA	152	NONE	282
2525	76465	081485	ALMONT, MI	CESSNA	140	NONE	274
2526	7183R	072785	LAKEWOOD, WI	PIPER	PA-28-140	MINOR	372
2527	20277	072885	KANKAKEE, IL	CESSNA	177B	NONE	240
2528	5846Z	073085	IRON MOUNTAIN, MI	MAULE AIRCRA	M-6	NONE	272
2529	4542F	072985	FRANKLIN, WI	PIPER	PA-28-140	NONE	374
2530	3643R	081085	DENVER, CO	PIPER	PA-60-600	SERIOUS	184
2531	1818Z	073085	PUEBLO, CO	CESSNA	205	MINOR	180

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2533	85168	080485	SANTA PAULA, CA	AERONCA	7AC	MINOR	78
2534	7910J	071985	SODA SPRINGS, CA	BELL	206B	SERIOUS	64
2535	49740	081585	WILLCOX, AZ	CESSNA	A188B	NONE	24
2536	3359V	080985	SANTA PAULA, CA	CESSNA	150M	MINOR	84
2537	6175C	080685	VAN NUYS, CA	NORTH AMERIC	F-51D	NONE	80
2538	28998	081285	BIG BEAR CITY, CA	BELL	47G-2	MINOR	86
2539	9289J	120185	DACULA, GA	PIPER	PA-28-180	FATAL	232
2540	26972	121585	SPRINGFIELD, TN	BELLANCA	8KCAB	FATAL	356
2541	3401E	103085	OCILLA, GA	PIPER	PA-34-220T	SERIOUS	230
2542	3668P	102385	GROVE CITY, PA	BEECH	BE-95-100	NONE	342
2543	6636B	121485	PENSACOLA, FL	BEECH	BE-23	FATAL	210
2544	4974A	111385	PARIS, TN	GARY E. WILS	QUICKIE	MINOR	354
2545	220F	112785	EAST GREENWICH, RI	BEECH	C90	FATAL	348
2546	6878B	112785	LIKELY, CA	PIPER	PA-18A-150	NONE	158
2547	41309	111785	SAN JOSE, CA	PIPER	PA28-151	NONE	150
2548	21491	110385	ANGWIN, CA	PIPER	PA-28-181	NONE	144
2548	24932	110385	ANGWIN, CA	CESSNA	152	NONE	146
2549	3992P	100385	HOMER, AK	PIPER	PA-18A-150	NONE	4
2550	509R	122085	ANDALUSIA, AL	CESSNA	C-172M	NONE	10
2551	8082B	112885	DULUTH, MN	PIPER	PA-28-161	FATAL	286
2552	24198	121885	WIBAUX, MT	BEECH	V-35B	SERIOUS	298
2553	9201L	122385	CLOUDCROFT, NM	GRUMMAN GULF	AA-1A YANK	SERIOUS	316
2554	3663K	110185	BISMARCK, ND	BEECH	A36TC	MINOR	308
2555	4052K	111785	ENGLEWOOD, CO	BALLOON WORK	FIREFLY 6B	MINOR	188

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2557	7609F	122085	LONGMONT, CO	CESSNA	172N	NONE	190
2558	1832G	111785	BERTHOUD, CO	CHAMPION	7KCAB	NONE	186
2559	9547E	111985	BRYSON CITY, NC	CESSNA	182R	FATAL	302
2565	999TG	112685	PANACA, NV	GRIFFIN, THO	MODIFIED K	FATAL	318
2566	8277Y	102385	HOPKINSVILE, KY	PIPER	PA-28RT-20	MINOR	248
2567	255CS	082885	HUNTINGTON, WV	CESSNA	404	NONE	378
2568	1LM	072185	PAGE, AZ	AEROTEK	PITTS S-1	MINOR	18
2569	9046E	080885	MCCARTHY, AK	MAULE	M-5-235C	FATAL	2
2570	3205S	120485	GILA BEND, AZ	CESSNA	182G	FATAL	38
2571	110LG	122085	AINSWORTH, NE	BELL	206L	FATAL	310
2572	3334A	120485	DEER VALLEY, AZ	PIPER	PA-22	MINOR	36
2573	75PB	120185	SAN JOSE, CA	PITTS	S1-C	NONE	160
2574	3459T	112185	STOCKTON, CA	CESSNA	177	NONE	152
2575	64981	092585	CONCORD, CA	CESSNA	152	NONE	124
2576	222CF	070385	SAN DIEGO, CA	CESSNA	421A	NONE	50
2577	9005G	101085	WINTERPORT, ME	CESSNA AIRCR	C-182N	FATAL	264
2578	90716	091985	RONKONKOMA, NY	ROBINSON	R-22	SERIOUS	326
2579	5788U	091585	ROSAMOND, CA	MOONEY	M20K	NONE	116
2580	3168U	082785	WILLIAMS AFB, AZ	AIR TRACTOR	AT301	NONE	28
2581	4807B	082085	MONTEREY, CA	CESSNA	152	NONE	96
2582	6749K	082185	TOLLESON, AZ	SCHWEIZER	G-164B	SERIOUS	26
2583	537	081285	BUCKEYE, AZ	AEROSPATIALE	SF3130	NONE	22
2584	737YN	052985	MESA, AZ	CESSNA	TR 182	NONE	12
2585	3096R	110885	MAMMOTH LAKES, CA	PIPER	PA-28R-200	SERIOUS	148

File Order Listing - Issue No 13, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
2586	5353Y	112385	TUSTIN, CA	PIPER	PA-23-250	MINOR	154
2587	64033	080285	ISLAND MOUNTAIN, CA	CESSNA	172 M	NONE	76
2588	97MS	081885	BYRON, CA	MIKE STONE	MONI	NONE	90
2589	82009	120485	SAN JOSE, CA	PIPER	PA-32-301	NONE	162
2590	4946H	121885	ARBUCKLE, CA	CESSNA	152	NONE	172
2591	32998	112785	SANTA MARIA, CA	PIPER	PA-32-300	NONE	156
2592	90328	080185	ARROYO GRANDE, CA	BELL	206 B3	NONE	74
2593	5298A	120585	SCOTTSDALE, AZ	CESSNA	P210R	MINOR	40
2594	3885F	121485	GLENDALE, AZ	PIPER	PA-34-200T	MINOR	42
2595	1022Q	040485	RONKONKOMA, NY	CESSNA	310H	FATAL	320
2596	9787U	082885	WHEATLAND, NY	GRUMMAN	AA-1C	NONE	324
2597	6195V	111585	MILLBROOK, NY	LAKE	LA4-200	SERIOUS	330
2598	96321	122985	BROOMFIELD, CO	CESSNA	172P	MINOR	192
2599	6740P	121785	CANOGA PARK, CA	PIPER	PA-24-250	MINOR	170
2600	4853X	091085	COALINGA, CA	ROCKWELL INT	S-2R	NONE	114

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 13 OF 1985 ACCIDENTS

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                        National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

     File No. - 2569      8/08/85    MCCARTHY,AK            A/C Reg. No. N9046E          Time (Lcl) - UNK/NR
-----------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                   Fatal   Serious   Minor    None
      Type of Operation        -PERSONAL                      Fire                  Crew       1        0        0        0
      Flight Conducted Under   -14 CFR 91                      UNK/NR               Pass       1        0        0        0
      Accident Occurred During  -
-----------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - MAULE M-5-235C            Eng Make/Model - LYCOMING O-540 SERIES     ELT Installed/Activated - UNK/NR
      Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                        Stall Warning System - YES
      Max Gross Wt   -    2300                   Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -      4                    Rated Power     -     235 HP
-----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                               Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                    OFF AIRPORT/STRIP
        Method         - N/A                        BERNARD GLACIER,AK
        Completeness   - N/A                     Destination                            Airport Data
      Basic Weather    - UNK/NR                     LOCAL
        Wind Dir/Speed- UNK/NR                                                            Runway Ident     - N/A
        Visibility     - UNK/NR                 ATC/Airspace                              Runway Lth/Wid   - N/A
        Lowest Sky/Clouds -     UNK/NR            Type of Flight Plan - NONE              Runway Surface   - N/A
        Lowest Ceiling          - UNK/NR          Type of Clearance   - NONE              Runway Status    - N/A
        Obstructions to Vision- UNK/NR            Type Apch/Lndg      - UNK/NR
        Precipitation           - UNK/NR
        Condition of Light      - UNK/NR
-----------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     33          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                             Current        - UNK/NR     Total       - UNK/NR       Last 24 Hrs - UNK/NR
          SE LAND                             Months Since   - UNK/NR     Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                              Aircraft Type  - UNK/NR     Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                          Multi-Eng  - UNK/NR        Rotorcraft   - UNK/NR

          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT IN COMMAND LAST DEPARTED A SAND BAR NEAR THE BERNARD GLACIER AND NEVER RETURNED TO PICK UP THE SINGLE
PASSENGER HE HAD DROPPED OFF EARLIER. THE AIRPLANE AND ITS OCCUPANTS HAVE NOT BEEN FOUND TO DATE.

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Brief of Accident (Continued)

File No. - 2569 8/08/85 MCCARTHY,AK A/C Reg. No. N9046E Time (Lcl) - UNK/NR

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

    File No. - 2549      10/03/85    HOMER,AK                A/C Reg. No. N3992P          Time (Lcl) - 0657 ADT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                              SUBSTANTIAL               Fatal    Serious    Minor     None
     Type of Operation         -PERSONAL                     Fire               Crew      0         0         0         1
     Flight Conducted Under    -14 CFR 91                     NONE              Pass      0         0         0         1
     Accident Occurred During  -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-18A-150          Eng Make/Model - LYCOMING O-320        ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                       Stall Warning System - NO
     Max Gross Wt   -    1750                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                    Rated Power    -     150 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                  Airport Proximity
     Wx Briefing      - FSS                     Last Departure Point                       ON AIRPORT
       Method         - UNK/NR                    HOMER,AK
       Completeness   - WEATHER NOT PERTINENT    Destination                              Airport Data
     Basic Weather    - VMC                        ANCHORAGE,AK                              HOMER
       Wind Dir/Speed- CALM                                                                  Runway Ident    - 03
       Visibility     - UNK/NR                  ATC/Airspace                                 Runway Lth/Wid  -  7401/  150
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                 Runway Surface  - ASPHALT
       Lowest Ceiling         - NONE              Type of Clearance   - NONE                 Runway Status   - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAWN
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      44           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                               Current        - YES       Total      -     487       Last 24 Hrs - UNK/NR
        SE LAND                               Months Since   - UNK/NR    Make/Model-       8        Last 30 Days- UNK/NR
                                              Aircraft Type  - UNK/NR    Instrument-       4        Last 90 Days-      68


        Instrument Rating(s)   - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE LANDING GEAR AXLE FAILURE WAS DUE TO THE OVERSIZE TIRES THAT WERE INSTALLED ON THE AIRCRAFT.

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Brief of Accident (Continued)

File No. - 2549 10/03/85 HOMER,AK A/C Reg. No. N3992P Time (Lcl) - 0657 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. LANDING GEAR,AXLE - FAILURE,TOTAL
2. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
3. LANDING GEAR,AXLE - FATIGUE
4. LANDING GEAR,TIRE - IMPROPER
5. LANDING GEAR,TIRE - INCORRECT

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 2492      12/15/85    NAPASKIAK,AK                A/C Reg. No. N6497H             Time (Lcl) - 1445 AST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-COMMUTER                 Aircraft Damage                          Injuries
     Name of Carrier           -RYAN AIR SERVICE          SUBSTANTIAL                      Fatal   Serious   Minor    None
     Type of Operation         -SCHEDULED,DOMESTIC,PASSENGER  Fire             Crew       0         1        0        0
     Flight Conducted Under    -14 CFR 135                 NONE              Pass       0         3        0        0
     Accident Occurred During  -MANEUVERING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA C-207            Eng Make/Model  - TELEDYNE IO-520-F       ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED          Number Engines  -  1                        Stall Warning System - YES
     Max Gross Wt   -     3600                Engine Type     - RECIP FUEL INJECTED
     No. of Seats   -        7                Rated Power     -      300 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                       KONGIGANAK,AK
       Completeness   - N/A                     Destination                            Airport Data
     Basic Weather    - IMC                       BETHEL,AK                                NAPASKIAK
       Wind Dir/Speed- UNK/NR                                                               Runway Ident     - 19
       Visibility     -       5.0   SM          ATC/Airspace                               Runway Lth/Wid   -  2400/   45
       Lowest Sky/Clouds  -     PART OBS          Type of Flight Plan - COMPANY (VFR)      Runway Surface   - SNOW
       Lowest Ceiling       -    300 FT OVERCAST  Type of Clearance   - NONE               Runway Status    - SNOW - DRY
       Obstructions to Vision- FOG                Type Apch/Lndg      - TRAFFIC PATTERN                       SNOW - COMPACTED
       Precipitation         - FREEZING DRIZZLE
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      35           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
         COMMERCIAL                            Current       - YES        Total        -   2568        Last 24 Hrs -      8
         SE LAND                               Months Since  -  6         Make/Model-    2000        Last 30 Days- UNK/NR
                                               Aircraft Type - C207       Instrument-      68        Last 90 Days-    399

         Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE PILOT-IN-COMMAND, THE WEATHER AT HIS DESTINATION WAS DETERIORATING SO HE DIVERTED TO NAPASKIAK
WHERE HE ENCOUNTERED FREEZING DRIZZLE RAIN AND FOG. WHILE ATTEMPTING TO ALIGN HIMSELF WITH THE RUNWAY FOR A
LANDING TO THE SOUTH, THE WINDSHIELD ICED OVER SO HE WAS UNABLE TO KEEP THE RUNWAY IN SIGHT. HE DECIDED TO LEAVE
THE AREA IN SEARCH OF BETTER WEATHEP SO HE ADDED POWER AND THE AIRPLANE CRASHED.
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Brief of Accident (Continued)

File No. - 2492   12/15/85   NAPASKIAK,AK   A/C Reg. No. N6497H   Time (Lcl) - 1445 AST

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   APPROACH

Finding(s)

1. WEATHER CONDITION - FOG
2. PITOT SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER CONDITION - ICING CONDITIONS
4. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
7. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
8. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
9. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
10. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
11. WEATHER EVALUATION - INADEQUATE - DISPATCHER

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   MANEUVERING

Finding(s)

12. JUDGEMENT - POOR - PILOT IN COMMAND
13. TERRAIN CONDITION - SNOW COVERED
14. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
15. LIGHT CONDITION - DUSK
16. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
17. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
18. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
19. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7,8,9,10,12,14,16,17,18,19

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,11,15

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

    File No. - 2517      8/05/85    TRENTON,AL             A/C Reg. No. N21708          Time (Lcl) - 1120 CDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-AGRICULTURAL AIRCRAFT         Aircraft Damage                    Injuries
                                                               DESTROYED                 Fatal   Serious   Minor    None
     Type of Operation          -AERIAL APPLICATION           Fire               Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 137                    ON GROUND          Pass     0        0        0        1
     Accident Occurred During   -DESCENT
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA A188B            Eng Make/Model - CONTINENTAL IO 520      ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED     Number Engines - 1                          Stall Warning System - YES
     Max Gross Wt   -    4500                 Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       1                 Rated Power    -     300 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                      MERIDIANVILLE,AL
       Completeness   - N/A                   Destination                             Airport Data
     Basic Weather    - VMC                      LOCAL
       Wind Dir/Speed- 140/009 KTS                                                      Runway Ident     - N/A
       Visibility     -    15.0   SM          ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      3000 FT SCATTERED  Type of Flight Plan - NONE          Runway Surface   - N/A
       Lowest Ceiling        - 25000 FT OVERCAST    Type of Clearance   - NONE          Runway Status    - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                    Age -      37           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)          Biennial Flight Review               Flight Time (Hours)
        COMMERCIAL                        Current         - YES     Total       -   10000      Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                   Months Since    - 10      Make/Model-    5000      Last 30 Days- UNK/NR
        HELICOPTER                        Aircraft Type - UNK/NR    Instrument- UNK/NR       Last 90 Days- UNK/NR
                                                                    Multi-Eng -     200      Rotorcraft  - UNK/NR

        Instrument Rating(s)  - AIRPLANE,HELICOPTER
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT STATED THAT THE ENG LOST POWER WHILE HE WAS MANEUVERING FOR ANOTHER SPRAY RUN OVER THE FIELD. THE AIRCRAFT
SETTLED INTO THE TREES AND A POST-CRASH FIRE DEVELOPED

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Brief of Accident (Continued)

File No. - 2517 8/05/85 TRENTON,AL A/C Reg. No. N21708 Time (Lcl) - 1120 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
2. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Brief of Accident

File No. - 2550 12/20/85 ANDALUSIA,AL A/C Reg. No. N509R Time (Lcl) - 1215 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA C-172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ANDALUIA,AL
Destination
UNK/NR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - UNK/NR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
ANDALUSIA-OPP
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 47
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 10000
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT BATTERY POWER WAS DEPLETED. THE PLT HAND PROPPED THE ENGINE WITH HIS WIFE AT THE CONTROLS. THE ENGINE STARTED WITH THE THROTTLE ADVANCED AND ACFT TAXIED INTO TREES AND OVER AN EMBANKMENT. THE WIFE WAS NOT A RATED PILOT.

Brief of Accident (Continued)

File No. - 2550 12/20/85 ANDALUSIA,AL A/C Reg. No. N509R Time (Lcl) - 1215 CST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)
1. ELECTRICAL SYSTEM,ALTERNATOR - INOPERATIVE
2. ELECTRICAL SYSTEM,BATTERY - OUTPUT LOW
3. STARTING PROCEDURE - POOR - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI

Finding(s)
5. REMEDIAL ACTION - NOT PERFORMED - UNQUALIFIED PERSON

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI

Finding(s)
6. TERRAIN CONDITION - DITCH
7. REMEDIAL ACTION - NOT PERFORMED - UNQUALIFIED PERSON

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,7

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2584        5/29/85    MESA,AZ                   A/C Reg. No. N737YN             Time (Lcl) - 1613 MST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI               Aircraft Damage                           Injuries
                                                                 DESTROYED                       Fatal    Serious    Minor      None
    Type of Operation          -INSTRUCTIONAL                   Fire                  Crew        0         0          0          2
    Flight Conducted Under     -14 CFR 91                        IN FLIGHT            Pass        0         0          0          0
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA TR 182             Eng Make/Model - LYCOMING O-540-L3CSD      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    3100                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                   Rated Power    -     235 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                       ON AIRPORT
      Method         - N/A                          MESA,AZ
      Completeness   - N/A                        Destination                             Airport Data
    Basic Weather    - VMC                          MESA,AZ                                  FALCON FLD
      Wind Dir/Speed- 270/010 KTS                                                            Runway Ident     - 04
      Visibility     -    45.0   SM             ATC/Airspace                                 Runway Lth/Wid   -  3800/    75
      Lowest Sky/Clouds  -     15000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling        - 20000 FT OVERCAST    Type of Clearance   - VFR                 Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      26            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL,CFI                        Current        - YES        Total      -    1550        Last 24 Hrs -       7
        SE LAND,ME LAND                       Months Since   -  8         Make/Model-      17         Last 30 Days-     121
                                              Aircraft Type  - PA34200    Instrument-      59         Last 90 Days-     311
                                                                          Multi-Eng -     219

        Instrument Rating(s)   - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING INITIAL CLIMB ON A DUAL INSTRUCTIONAL FLIGHT A FIRE ERUPTED BEHIND THE INSTRUMENT PANEL & THE ACFT WAS
RETURNED FOR LANDING. DURING ROLL OUT 6 INCH LONG FLAMES, SMOKE & NOXIOUS FUMES FILLED THE COCKPIT. WHEN THE
ACFT SLOWED TO 10 MPH THE PLTS EXITED THE ACFT & THEREAFTER IT WAS DESTROYED BY FIRE. EXAM OF THE ACFT REVEALED
THAT THE 15 AMP RATED WIRE "DA1," WHICH ROUTES CURRENT BETWEEN THE AMMETER, THE FLAP SWITCH & THE CIRCUIT
BREAKER/BUS TERMINAL CONNECTOR HAD SHORTED & HAD FUSED ONTO THE CARBURETOR HEAD CONTROL LEVER. DURING
MANUFACTURE OF THE ACFT THE WIRE IS NOT ROUTED AGAINST THE CARB. HEAT CONTROL LEVER. HOWEVER, DURING MAINTENANCE
OF THE NEARBY GEAR SELECTOR LINES WIRE DA1 COULD BE IMPROPERLY REROUTED & THUS PRESSED AGAINST THE CARBURETOR
CONTROL LEVER WHICH MAY RESULT IN EVENTUAL WEAR & ELECTRICAL SHORTING.

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Brief of Accident (Continued)

File No. - 2584 5/29/85 MESA,AZ A/C Reg. No. N737YN Time (Lcl) - 1613 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. ELECTRICAL SYSTEM,ELECTRIC WIRING - PREVIOUS DAMAGE
2. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - COMPANY MAINTENANCE PSNL
3. ELECTRICAL SYSTEM,ELECTRIC WIRING - SHORTED
4. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL

Occurrence #2 FIRE
Phase of Operation DESCENT

Occurrence #3 FIRE
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 2403       7/11/85    SAWMILL,AZ                A/C Reg. No. N5706B             Time (Lcl) - 0831 MST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                SUBSTANTIAL                  Fatal     Serious     Minor       None
     Type of Operation          -PERSONAL                      Fire                  Crew      0          0          0          1
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0          0          0          2
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 182                 Eng Make/Model - CONTINENAL 0-470-R         ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                            Stall Warning System - YES
     Max Gross Wt   -    2650                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                    Rated Power    -     225 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                    Airport Proximity
     Wx Briefing      - FSS                    Last Departure Point                         OFF AIRPORT/STRIP
       Method         - TELEPHONE                PHOENIX,AZ
       Completeness   - WEATHER NOT PERTINENT   Destination                               Airport Data
     Basic Weather    - VMC                      DURANGO,CO
       Wind Dir/Speed-  020 KTS                                                              Runway Ident      - N/A
       Visibility     -   50.0    SM          ATC/Airspace                                   Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     CLEAR           Type of Flight Plan - NONE                   Runway Surface    - DIRT
       Lowest Ceiling       - NONE              Type of Clearance   - NONE                   Runway Status     - DRY
       Obstructions to Vision- NONE             Type Apch/Lndg      - FORCED LANDING                             ROUGH
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      61            Medical Certificate - EXPIRED
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                               Current      - YES       Total       -     975        Last 24 Hrs - UNK/NR
         SE LAND                               Months Since  - 24       Make/Model-     757        Last 30 Days- UNK/NR
                                               Aircraft Type - C-182    Instrument-      46        Last 90 Days-      23
                                                                        Multi-Eng - UNK/NR         Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING THE PLT'S PREFLIGHT INSPECTION OF HIS ACFT, HE REMOVED THE FUEL CAPS TO EXAMINE THE QUANTITY OF FUEL IN
THE ACFT'S TANKS. THEREAFTER, HE FAILED TO SECURELY REFASTEN THE CAPS. AT 0700 MST THE PLT & HIS 2 PAX DEPARTED
FOR A PLANNED FLT FROM AZ TO CO. 56 GALS OF FUEL WERE REPORTED BEING IN THE FUEL TANKS. ABOUT 90 MIN LATER THE
FUEL GAUGES REGISTERED "IN THE RED" & ALL ENG POWER WAS LOST. THE PLT MADE AN EMERGENCY LDG AT THE SIDE OF A
ROAD. DURING ROLL OUT THE ACFT COLLIDED WITH TREES.
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Brief of Accident (Continued)

File No. - 2403 7/11/85 SAWMILL,AZ A/C Reg. No. N5706B Time (Lcl) - 0831 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)
1. FUEL SYSTEM CAP - LOOSE
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
5. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                      Brief of Accident

     File No. - 2413       7/20/85    GRAND CANYON,AZ          A/C Reg. No. N7474N            Time (Lcl) - 1524 MST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI            Aircraft Damage                      Injuries
     Name of Carrier           -AIR VEGAS, INC                 SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation         -NON SCHED,DOMESTIC,PASSENGER  Fire               Crew      0        0        0        1
     Flight Conducted Under    -14 CFR 135                     NONE              Pass      0        0        0        4
     Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH 95-B55            Eng Make/Model - CONTINENTAL IO-470-L      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-RETRACTABLE    Number Engines -  2                            Stall Warning System - YES
     Max Gross Wt   -    5100                 Engine Type    .- RECIP-FUEL INJECTED
     No. of Seats   -       6                 Rated Power    -     260 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                             Itinerary                                 Airport Proximity
     Wx Briefing      - UNK/NR                Last Departure Point                      OFF AIRPORT/STRIP
       Method         - UNK/NR                  GRAND CANYON,AZ
       Completeness   - WEATHER NOT PERTINENT  Destination                            Airport Data
     Basic Weather    - VMC                     LAS VEGAS,NV                            GRAND CANYON
       Wind Dir/Speed- 240/006 KTS                                                      Runway Ident     - N/A
       Visibility     -   20.0   SM          ATC/Airspace                               Runway Lth/Wid   -  8999/  150
       Lowest Sky/Clouds  -    CLEAR           Type of Flight Plan - COMPANY (VFR)      Runway Surface   - DIRT
       Lowest Ceiling         - NONE           Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE            Type Apch/Lndg      - FORCED LANDING                       HIGH VEGETATION
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     54            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
         ATP                                 Current        - YES       Total      -   6300       Last 24 Hrs -       1
         SE LAND,ME LAND                     Months Since   -  2        Make/Model-     129       Last 30 Days- UNK/NR
                                             Aircraft Type  - 95-B95    Instrument-    1260       Last 90 Days-      90
                                                                        Multi-Eng -    2445

         Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PREPARING FOR AN AIR TAXI, SIGHTSEEING FLIGHT, THE PIC PERFORMED A PREFLIGHT INSPECTION OF THE ACFT & FAILED TO
OBSERVE THAT THE RT MAIN FUEL TANK WAS NEARLY EMPTY. FIVE(5) MIN AFTER TAKEOFF THE RT ENG'S MAIN TANK FUEL SUPPLY WAS
EXHAUSTED & THE ENG LOST ALL PWR. THE PLT FIRST ATTEMPTED TO RESTART THE ENG & THEN ATTEMPTED TO FEATHER IT. HE FAILED
TO WINDMILL. UNABLE TO SUSTAIN FLIGHT, THE ACFT DESCENDED INTO TERRAIN FROM ITS CRUISE ALT OF 600 FT AGL.

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Brief of Accident (Continued)

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    File No. - 2413        7/20/85    GRAND CANYON,AZ            A/C Reg. No. N7474N            Time (Lcl) - 1524 MST
-------------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation     CRUISE - NORMAL

Finding(s)
   1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
   2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
   3. FLUID,FUEL - EXHAUSTION
   4.   FUEL SUPPLY - NOT SELECTED - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT

Finding(s)
   5. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
   6. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
   7. PROPELLER - IMPROPER USE OF - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------------

Occurrence #3
Phase of Operation     LANDING

Finding(s)
   8. TERRAIN CONDITION - ROUGH/UNEVEN
   9.   WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,4,5,6,7,9

Factor(s) relating to this accident is/are finding(s) 3
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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

     File No. - 2568       7/21/85    PAGE,AZ             A/C Reg. No. N1LM            Time (Lcl) - 1340 MST
----------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                  Injuries
                                                              DESTROYED               Fatal   Serious   Minor    None
      Type of Operation       -PERSONAL                      Fire              Crew     0        0        1        0
      Flight Conducted Under  -14 CFR 91                      NONE             Pass     0        0        0        0
      Accident Occurred During  -APPROACH
----------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - AEROTEK PITTS S-1         Eng Make/Model - LYCOMING IO-360 SERIES    ELT Installed/Activated - NO -N/A
      Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                           Stall Warning System - NO
      Max Gross Wt   -    1150                   Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -       1                   Rated Power    -     180 HP
----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                             Itinerary                           Airport Proximity
      Wx Briefing      - FSS                   Last Departure Point                ON AIRPORT
        Method         - TELEPHONE               TORRANCE,CA
        Completeness   - FULL                  Destination                        Airport Data
      Basic Weather    - VMC                     PAGE,AZ                             PAGE
        Wind Dir/Speed- 310/008 KTS                                                  Runway Ident    - 33
        Visibility     -    40.0   SM        ATC/Airspace                            Runway Lth/Wid  -  5499/  150
        Lowest Sky/Clouds  -                   Type of Flight Plan - NONE            Runway Surface  - ASPHALT
        Lowest Ceiling         -   6000 FT BROKEN   Type of Clearance  - NONE        Runway Status   - DRY
        Obstructions to Vision- NONE           Type Apch/Lndg      - VISUAL
        Precipitation          - NONE                                 TRAFFIC PATTERN
        Condition of Light     - DAYLIGHT                             FULL STOP
----------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                  Age -      50           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)        Biennial Flight Review              Flight Time (Hours)
          PRIVATE                        Current       - YES       Total      -    1560       Last 24 Hrs -       5
          SE LAND                        Months Since  - 2         Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                         Aircraft Type - CITRAB.   Instrument-       0        Last 90 Days-      28


          Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CONTACTED THE GROUND DURING AN ATTEMPTED GO-AROUND.  THE PLT HAD TRIED TO PERFORM A X-WIND LANDING.

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Brief of Accident (Continued)

File No. - 2568 7/21/85 PAGE,AZ A/C Reg. No. N1LM Time (Lcl) - 1340 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 2489       8/04/85    TUCSON,AZ                 A/C Reg. No. N45CT             Time (Lcl) - 1200 MST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor     None
      Type of Operation         -PERSONAL                       Fire                  Crew      0        0        0         1
      Flight Conducted Under    -14 CFR 91                       NONE                 Pass      0        0        0         1
      Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - NORTH AMERICAN T-6G           Eng Make/Model - P & W R-1340            ELT Installed/Activated - UNK/NR
      Landing Gear   - TAILWHEEL-ALL RETRACTABLE     Number Engines -  1                         Stall Warning System - YES
      Max Gross Wt   -    5300                       Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                       Rated Power     -     600 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                   Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                        ON AIRPORT
        Method         - N/A                         PHOENIX,AZ
        Completeness   - N/A                      Destination                              Airport Data
      Basic Weather    - VMC                         SAME AS ACC/INC                             TUCSON INTL
        Wind Dir/Speed- 260/006 KTS                                                              Runway Ident      - 11
        Visibility     -   60.0   SM             ATC/Airspace                                    Runway Lth/Wid    -  9129/   75
        Lowest Sky/Clouds  -      6500 FT SCATTERED  Type of Flight Plan - NONE                  Runway Surface    - ASPHALT
        Lowest Ceiling         - NONE              Type of Clearance    - VFR                    Runway Status     - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg       - STRAIGHT-IN
        Precipitation          - NONE                                     FULL STOP
        Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     29           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
          PRIVATE                                 Current       - UNK/NR     Total        - UNK/NR        Last 24 Hrs - UNK/NR
          SE LAND                                 Months Since  - UNK/NR     Make/Model- UNK/NR        Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR     Instrument- UNK/NR        Last 90 Days- UNK/NR
                                                                             Multi-Eng - UNK/NR        Rotorcraft  - UNK/NR

          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE TAILWHEEL EQUIPPED ACFT NOSED OVER AFTER THE PLT LOST DIRECITIONAL CONTROL DURING LNDG. THERE WERE NO REPORTS
OF MECHANICAL DIFFICULTIES OR WEATHER FACOTRS TO BE CONSIDERED IN THE AREA OF CAUSE. THE PLTS FLT EXPERIENCE IS
UNKNOWN SINCE REPEATED ATTEMPTS TO HAVE HIM FILE AN ACC REPORT HAVE BEEN UNSUCCESSFUL.

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Brief of Accident (Continued)

File No. - 2489 8/04/85 TUCSON,AZ A/C Reg. No. N45CT Time (Lcl) - 1200 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. LIGHT CONDITION - DAYLIGHT
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
6. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 2

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                    National Transportation Safety Board
                         Washington, D.C. 20594


                               Brief of Accident

 File No. - 2583      8/12/85    BUCKEYE,AZ            A/C Reg. No. N537           Time (Lcl) - 1430 MST
--------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                     Injuries
                                                             SUBSTANTIAL           Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                    Fire            Crew     0         0         0         2
    Flight Conducted Under     -14 CFR 91                    NONE           Pass     0         0         0         0
    Accident Occurred During   -HOVER
--------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - AEROSPATIALE SF3130       Eng Make/Model - TURBOMECA ARTOUSTE IIIB  ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                           Stall Warning System - NO
    Max Gross Wt   -    4630                   Engine Type    - TURBOSHAFT
    No. of Seats   -       2                   Rated Power    -    562 HP
--------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING    Last Departure Point                     OFF AIRPORT/STRIP
      Method        - N/A                        LITCHFIELD,AZ
      Completeness  - N/A                     Destination                            Airport Data
    Basic Weather   - VMC                        LOCAL
      Wind Dir/Speed- 300/001 KTS                                                       Runway Ident     - N/A
      Visibility    -   30.0   SM              ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    6000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - DIRT
      Lowest Ceiling        - NONE               Type of Clearance   - NONE             Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - STRAIGHT-IN
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -    60          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review              Flight Time (Hours)
       COMMERCIAL,CFI                     Current       - YES     Total       -   7300       Last 24 Hrs  -     6
       SE LAND,ME LAND                    Months Since  -  9 .    Make/Model-     300        Last 30 Days-     35
       HELICOPTER                         Aircraft Type - SA3168  Instrument-       0        Last 90 Days-     40
                                                                  Multi-Eng -     300        Rotorcraft  -   5800

       Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------
----Narrative----
DURING A HOVER IN A CONFINED AREA THE PLT MISINTERPETED HIS PASSG SIGNAL TO MOVE TO A DIFERENT LOCATION AS A SIGNAL
THAT THE TAIL ROTOR WAS IN DANGER. THE PLT USED ABRUPT CONTROL MOVEMENTS THAT RESULTED IN THE TOE OF A SKID HOOKING
INTO A WIRE FENCE. THE HELICOPTER ROLLED OVER AFTER THE PLT ATTEMPTED TO ABORT THE LNDG, ACCORDING TO THE PLTS REPORT.

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                                       Brief of Accident (Continued)

      File No. - 2583      8/12/85    BUCKEYE,AZ                 A/C Reg. No. N537               Time (Lcl) - 1430 MST
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Occurrence #1          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     HOVER

Finding(s)
  1. OBJECT - FENCE
  2.   UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. VISUAL LOOKOUT - NOT UNDERSTOOD - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------

Occurrence #2          ROLL OVER
Phase of Operation     HOVER

Finding(s)
  4. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3
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                        National Transportation Safety Board
                              Washington, D.C. 20594


                                 Brief of Accident

    File No. - 2535      8/15/85    WILLCOX,AZ              A/C Reg. No. N4974Q              Time (Lcl) - 0700 MST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT         Aircraft Damage                          Injuries
                                                              SUBSTANTIAL                    Fatal   Serious   Minor    None
    Type of Operation          -AERIAL APPLICATION           Fire                     Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 137                    NONE                     Pass     0        0        0        0
    Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA A188B               Eng Make/Model - CONTINENTAL IO 520D      ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3300                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       1                    Rated Power    -     300 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                        WILLCOX,AZ
      Completeness   - N/A                     Destination                              Airport Data
    Basic Weather    - VMC                        LOCAL
      Wind Dir/Speed- 140/011 KTS                                                         Runway Ident     - N/A
      Visibility     -    50.0   SM             ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE              Runway Surface   - N/A
      Lowest Ceiling        - NONE                Type of Clearance   - NONE              Runway Status    - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     45          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL,CFI                       Current       - YES        Total       -   5000        Last 24 Hrs -      6
        SE LAND,ME LAND                      Months Since  -  9         Make/Model-     2500        Last 30 Days-     75
                                             Aircraft Type - 182        Instrument-      550        Last 90 Days-    150
                                                                        Multi-Eng -     2000

        Instrument Rating(s)   - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
ON AUGUST 15, 1985, A CESSNA 180 LOST ENG PWR DUE TO FUEL EXHAUSTION AND COLLIDED WITH THE GROUND DURING AN AERIAL
APPLICAION MANEUVER. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE BUT THE PILOT WAS NOT INJURED. THE PLT STATED THAT HE SHOULD
HAVE CHECKED THE FUEL MORE CLOSELY.

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Brief of Accident (Continued)

File No. - 2535 8/15/85 WILLCOX,AZ A/C Reg. No. N4974Q Time (Lcl) - 0700 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. TERRAIN CONDITION - CROP
4. LIGHT CONDITION - DAYLIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 2582       8/21/85    TOLLESON,AZ              A/C Reg. No. N6749K          Time (Lcl) - 1000 MST
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT     Aircraft Damage                       Injuries
                                                          DESTROYED                   Fatal   Serious   Minor    None
    Type of Operation          -FERRY                    Fire                  Crew     0        1        0        0
    Flight Conducted Under     -14 CFR 91                 ON GROUND            Pass     0        1        0        0
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - SCHWEIZER G-164B          Eng Make/Model - P & W R1340-AN1        ELT Installed/Activated - NO -N/A
    Landing Gear  - TAILWHEEL-ALL FIXED       Number Engines -  1                       Stall Warning System - UNK/NR
    Max Gross Wt  -    6075                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       1                   Rated Power    -     600 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                   OFF AIRPORT/STRIP
      Method         - N/A                        TOLLESON,AZ
      Completeness   - N/A                     Destination                          Airport Data
    Basic Weather    - VMC                        LOCAL
      Wind Dir/Speed- 100/004 KTS                                                      Runway Ident    - N/A
      Visibility     -    40.0   SM           ATC/Airspace                             Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE             Runway Surface  - DIRT
      Lowest Ceiling         - NONE             Type of Clearance   - NONE             Runway Status   - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - STRAIGHT-IN
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age - UNK/NR             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                         Current       - UNK/NR     Total        -    6708        Last 24 Hrs -        0
        SE LAND                            Months Since  - UNK/NR     Make/Model-     2000        Last 30 Days- UNK/NR
        HELICOPTER                         Aircraft Type - UNK/NR     Instrument-        0        Last 90 Days-        0
                                                                      Multi-Eng -      712        Rotorcraft  -      500

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE PILOT,THE ENGINE LOST PARTIAL POWER WHILE IN CRUISE FLT. HE SELECTED A COTTON FIELD IN WHICH TO MAKE A
PRECAUTIONARY LNG. THE AIRCRAFT OVER SHOT THE INTENDED LANDING AREA AND IMPACTED A UTILITY POLE. THE COLLISION RUPTURED
THE FUEL SYSTEM AND THE FUEL IGNITED.

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Brief of Accident (Continued)

File No. - 2582 8/21/85 TOLLESON,AZ A/C Reg. No. N6749K Time (Lcl) - 1000 MST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,BLOWER/IMPELLER - FAILURE,TOTAL

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
3. OBJECT - UTILITY POLE

Occurrence #4 FIRE
Phase of Operation LANDING - ROLL

Finding(s)
4. FUEL SYSTEM - BUCKLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                     National Transportation Safety Board
                          Washington, D.C. 20594



                              Brief of Accident

   File No. - 2580      8/27/85    WILLIAMS AFB,AZ          A/C Reg. No. N3168U          Time (Lcl) - 0445 MST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT      Aircraft Damage                     Injuries
                                                           SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation         -AERIAL APPLICATION         Fire              Crew      0        0        0        1
    Flight Conducted Under    -14 CFR 137                  NONE             Pass      0        0        0        0
    Accident Occurred During  -MANEUVERING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - AIR TRACTOR AT301          Eng Make/Model - P & W R-1340-AN1      ELT Installed/Activated - NO -N/A
    Landing Gear  - TAILWHEEL-ALL FIXED        Number Engines -  1                      Stall Warning System - NO
    Max Gross Wt  -    5000                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       1                    Rated Power    -      600 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                   OFF AIRPORT/STRIP
      Method         - N/A                        CHANDLER,AZ
      Completeness   - N/A                     Destination                         Airport Data
    Basic Weather    - VMC                        LOCAL                               WILLIAMS AFB
      Wind Dir/Speed- 150/004 KTS                                                     Runway Ident     - N/A
      Visibility     -     35.0   SM           ATC/Airspace                           Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE           Runway Surface   - N/A
      Lowest Ceiling       - NONE                Type of Clearance   - NONE           Runway Status    - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation        - NONE
      Condition of Light   - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -      40               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                          Current       - YES          Total      -    7000        Last 24 Hrs -     11
        SE LAND,ME LAND                     Months Since  - 17           Make/Model-     250         Last 30 Days-    180
        HELICOPTER                          Aircraft Type - 172          Instrument-      80         Last 90 Days-    200
                                                                         Multi-Eng -     950         Rotorcraft  -     60

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER MAKING HIS FIRST SWATH RUN,DURING THE HOURS OF DARKNESS,THE PILOT BECAME DISORENTED AND FLEW INTO AN AREA WITH
TALL ELECTRICAL TRANSMISSION LINES. HE DESCENDED INTO TREES BENEATH THE LINES IN HIS ATTEMPT TO MISS THEM.

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Brief of Accident (Continued)

File No. - 2580   8/27/85   WILLIAMS AFB,AZ   A/C Reg. No. N3168U   Time (Lcl) - 0445 MST

Occurrence   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   MANEUVERING

Finding(s)
1. OBJECT - TREE(S)
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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  File No. - 2502       9/03/85    GLENDALE,AZ              A/C Reg. No. N9950B              Time (Lcl) - 1410 MST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                        Injuries
                                                              SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                     Fire                  Crew      0         1         0         0
    Flight Conducted Under     -14 CFR 91                     NONE                 Pass      0         0         0         0
    Accident Occurred During   -APPROACH
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - PIPER PA-28-180              Eng Make/Model - LYCOMING O-360          ELT Installed/Activated - UNK/NR
    Landing Gear    - TRICYCLE-FIXED               Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt    -    2175                      Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       4                      Rated Power     -      180 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRPORT
      Method          - N/A                         DEMMING,TX
      Completeness    - N/A                       Destination                              Airport Data
    Basic Weather     - VMC                         SAME AS ACC/INC                          GLENDALE
      Wind Dir/Speed- 120/005 KTS                                                            Runway Ident      - 17
      Visibility     -    25.0   SM             ATC/Airspace                                 Runway Lth/Wid    -  2400/    50
      Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE                 Runway Surface    - ASPHALT
      Lowest Ceiling          - NONE              Type of Clearance   - NONE                 Runway Status     - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg       - TRAFFIC PATTERN
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      57               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                 Current        - UNK/NR     Total        - UNK/NR        Last 24 Hrs  - UNK/NR
        SE LAND                                 Months Since   - UNK/NR     Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR      Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                            Multi-Eng  - UNK/NR          Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STOP AT THE AIRPORT WAS A PLANNED FUEL STOP ON A FLT FROM CONROE, TX TO BULLHEAD CITY, AZ. THE FLT DEPARTED CONTROE,
TX ABOUT 12 HOURS PRIOR TO THE ACCIDENT. WITNESSES SAW THE ACFT MAKE TWO "HIGH & VERY ERRATIC" ABORTED APPROACHES PRIOR
TO IMPACTING IN THE RUN-UP AREA TO THE LT OF THE RWY 17 THRESHOLD, BOUNCING ABOUT 25 FT IN THE AIR AND CRASHING INTO
A PARKED A/C. THE WITNESSES REPORTED THE WINDS AS 5 KTS AT THE TIME OF THE ACCIDENT. THE PLT STATED THAT HE WAS LONG
ON THE FIRST APPROACH AND DECIDED TO GO AROUND. ON THE SECOND APPROACH, HE SAID THAT "A LARGE TRUCK PASSED UNDERNEATH"
THE ACFT ON SHORT FINAL, CAUSED HIM TO LOSE CONTROL & "SUCKED THE ACFT INTO THE GROUND IN A STALLED CONDITION.
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Brief of Accident (Continued)

File No. - 2502 9/03/85 GLENDALE,AZ A/C Reg. No. N9950B Time (Lcl) - 1410 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. AIRSPEED - NOT MAINTAINED -
2. STALL/MUSH - INADVERTENT -
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
6. DESCENT - NOT CORRECTED - PILOT IN COMMAND
7. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
8. OBJECT - AIRCRAFT PARKED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8

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                         National Transportation Safety Board
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                                  Brief of Accident

    File No. - 2503      10/15/85    CHINO VALLEY,AZ          A/C Reg. No. N9660W           Time (Lcl) - 1500 MST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                        Fire                Crew     0        0        0        1
    Flight Conducted Under   -14 CFR 91                        NONE                Pass     0        0        0        1
    Accident Occurred During -TAKEOFF
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - PIPER PA-28-140          Eng Make/Model - LYCOMING O-320-E2A        ELT Installed/Activated - YES/YES
    Landing Gear  - TRICYCLE-FIXED           Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt  -    2150                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       4                  Rated Power    -     150 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                   Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  -  Last Departure Point                        ON AIRSTRIP
      Method         - N/A                         PRESCOTT,AZ
      Completeness   - N/A                      Destination                               Airport Data
    Basic Weather    - VMC                         LOCAL
      Wind Dir/Speed- 110/008 KTS                                                           Runway Ident      - 18
      Visibility     -     65.0   SM          ATC/Airspace                                    Runway Lth/Wid    -  3500/   30
      Lowest Sky/Clouds  -     3500 FT SCATTERED  Type of Flight Plan - NONE                  Runway Surface    - DIRT
      Lowest Ceiling        - NONE              Type of Clearance   - NONE                    Runway Status     - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                    FULL STOP
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      56          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                               Current        - YES      Total        -   2758        Last 24 Hrs -        1
        SE LAND                               Months Since   - 17       Make/Model-       81         Last 30 Days-        1
                                              Aircraft Type  - PA28140  Instrument-        3         Last 90 Days-       11


        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
WHEN THE FLT DEPARTED PRESCOTT FOR THE LOCAL FLT, THE PLT SAID THE RWYS SWITCHED SEVERAL TIMES BETWEEN 11 & 03 DUE
TO THE WINDS. THE OFFICIAL PRESCOTT SURFACT OBSERVATION REPORTED THE WINDS FROM 110 DEGREES AT 8 KTS WITH GUSTS TO 17
KTS. AFTER DEPARTING PRESCOTT, THE FLT FLEW TO A DIRT STRIP NORTH OF THE CITY WHERE A NORMAL LANDING WAS MADE. DURING
THE SUBSEQUENT TAKEOFF, THE PLT SAID THAT THE LT WING SUDDENLY "LIFTED" & THE ACFT WAS UNABLE TO GAIN ALTITUDE &
SCRAPED THE TOPS OF METAL FENCE POSTS OFF THE DEPARTURE END OF THE RUNWAY.

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Brief of Accident (Continued)

File No. - 2503 10/15/85 CHINO VALLEY,AZ A/C Reg. No. N9660W Time (Lcl) - 1500 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER -
3. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED -
4. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED -
5. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
6. OBJECT - FENCE
7. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

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                                      Brief of Accident

      File No. - 2446      11/23/85    SUNIZONA,AZ               A/C Reg. No. N71300               Time (Lcl) - 1007 MST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               DESTROYED                    Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                       Fire                 Crew       0        0        0        1
    Flight Conducted Under    -14 CFR 91                       NONE                 Pass       0        0        1        2
    Accident Occurred During  -MANEUVERING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 172A               Eng Make/Model - LYCOMING O-320-E2H       ELT Installed/Activated - YES-UNK/NR
    Landing Gear    - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt    -    2400                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -      4                    Rated Power     -     150 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                Airport Proximity
    Wx Briefing       - MILITARY                 Last Departure Point                     OFF AIRPORT/STRIP
      Method          - UNK/NR                     TUCSON,AZ
      Completeness    - WEATHER NOT PERTINENT     Destination                            Airport Data
    Basic Weather     - VMC                        DOUGLAS,AZ
      Wind Dir/Speed- UNK/NR                                                              Runway Ident      - N/A
      Visibility      -     50.0   SM          ATC/Airspace                               Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - MILITARY (VFR)     Runway Surface    - N/A
      Lowest Ceiling         - NONE              Type of Clearance    - NONE              Runway Status     - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg       - NONE
      Precipitation            NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     29          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
       PRIVATE                              Current        - YES      Total       -     164      Last 24 Hrs - UNK/NR
       SE LAND                              Months Since   -  5       Make/Model-      150      Last 30 Days- UNK/NR
                                            Aircraft Type - 172       Instrument-        1      Last 90 Days-      4


       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE PERFORMING "LOW LEVEL SURVEILLANCE FOR DEER" A PAX POINTED OUTSIDE THE ACFT TO A FAMILIAR CAMP SITE. THE
PLT STATED THIS ACTION DISTRACTED HIM & THEREAFTER HE FLEW UP A NARROW CANYON. UNABLE TO REVERSE COURSE BECAUSE
OF RISING TERRAIN, THE PLT STATED HE "ELECTED TO STALL THE ACFT INTO THE TREES."

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Brief of Accident (Continued)

File No. - 2446 11/23/85 SUNIZONA,AZ A/C Reg. No. N7130U Time (Lcl) - 1007 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER DECISION,DIVERTED ATTENTION - PILOT IN COMMAND
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
7. STALL - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7

Factor(s) relating to this accident is/are finding(s) 5,6

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                         National Transportation Safety Board
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                                  Brief of Accident

    File No. - 2 72      12/04/85    DEER VALLEY,AZ            A/C Reg. No. N3334A           Time (Lcl) - 1705 MST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                   Crew     0        0        1        0
    Flight Conducted Under     -14 CFR 91                      NONE                  Pass     0        0        0        0
    Accident Occurred During   -DESCENT
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-22              Eng Make/Model  - LYCOMING O-360          ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED           Number Engines  -  1                        Stall Warning System - YES
    Max Gross Wt   -    1800                  Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                  Rated Power     -     150 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                               Airport Proximity
    Wx Briefing       - FSS                     Last Departure Point                    OFF AIRPORT/STRIP
      Method          - TELEPHONE                 CEDAR CITY,UT
      Completeness    - WEATHER NOT PERTINENT    Destination                            Airport Data
    Basic Weather       VMC                       DEER VALLEY,AZ                          DEER VALLEY
      Wind Dir/Speed- CALM                                                                Runway Ident     - N/A
      Visibility    -    60.0   SM              ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - VFR               Runway Surface   - DIRT
      Lowest Ceiling         - NONE               Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -      46               Medical Certificate - EXPIRED
       Certificate(s)/Rating(s)             Biennial Flight Review                   Flight Time (Hours)
          PRIVATE                              Current        - NO          Total      -    1430        Last 24 Hrs  -      6
          SE LAND                              Months Since   - UNK/NR      Make/Model -      80        Last 30 Days-      10
                                               Aircraft Type  - UNK/NR      Instrument-        0        Last 90 Days-      20


          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
SHORTLY AFTER BEGINING DESCENT FROM 7,500 FT. M.S.L. THE ACFT EXPERIENCED A TOTAL LOSS OF POWER. PRIOR TO
DESCENT THE PLT RICHENED THE MIXTURE AND APPLIED CARB HEAT  THE PILOT RADIOED HIS POSITION & SITUATION TO DEER
VALLEY TOWER, DEER VALLEY, ARIZONA WHILE NEGOTIATING AN EMERGENCY LANDING. PRIOR TO TOUCHDOWN, THE ACFT COLLIDED
WITH SOME CACTUS BUSHES  THE ACCIDENT SITE IS LOCATED ABOUT 14 MILES NORTHWEST OF DEER VALLEY ARPT. THE POST
ACCIDENT EXAMINATION OF THE WRECKAGE DISCLOSED THE CARB BOWL CONTAINED ABOUT 1 1/2 CUP OF WATER

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Brief of Accident (Continued)

File No. - 2572 12/04/85 DEER VALLEY,AZ A/C Reg. No N3334A Time (Lcl) - 1705 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)
1. FLUID,FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. OBJECT - TREE(S)
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
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Brief of Accident

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     File No. - 2570      12/04/85    GILA BEND,AZ              A/C Reg. No. N3205S            Time (Lcl) - 1926 MST
----------------------------------------------------------------------------------------------------------------------
--- Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                               DESTROYED                   Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire               Crew      1        0         0        0
    Flight Conducted Under     -14 CFR 91                      IN FLIGHT         Pass      1        0         0        0
    Accident Occurred During   -UNKNOWN
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 182G                 Eng Make/Model - CONTINENTAL O-470-L      ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2800                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                      Rated Power    -    230 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                              Airport Proximity
     Wx Briefing       - UNK/NR                 Last Departure Point                   OFF AIRPORT/STRIP
       Method          - UNK/NR                   UNKNOWN
       Completeness    - UNK/NR                Destination                          Airport Data
     Basic Weather     - VMC                      UNK/NR
       Wind Dir/Speed- CALM                                                           Runway Ident      - N/A
       Visibility      - UNK/NR               ATC/Airspace                            Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -      CLEAR          Type of Flight Plan - NONE            Runway Surface    - N/A
       Lowest Ceiling         - NONE            Type of Clearance   - NONE            Runway Status     - N/A
       Obstructions to Vision- UNK/NR           Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - NIGHT(DARK)
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age - UNK/NR            Medical Certificate - UNK/NR
      Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
        UNK/NR                                 Current       - UNK/NR    Total       - UNK/NR       Last 24 Hrs - UNK/NR
                                               Months Since  - UNK/NR    Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR    Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                         Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
ON DECEMBER 4, 1985, AT 1928 MST, A CESSNA 182, N3205S, COLLIDED WITH A POWER UTILITY POLE NEAR PALOMA, AZ. VISUAL
METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME AND NO FLIGHT PLAN WAS FILED. THE AIRCRAFT WAS DESTROYED AND THE TWO
PEOPLE ON BOARD THE AIRCRAFT RECEIVED FATAL INJURIES. THE ORIGIN, DESTINATION, AND TYPE OF FLIGHT OPERATIONS ARE
UNKNOWN. THE ONLY PERSON IDENTIFIED AT THIS TIME WAS ROBERTO MENDEZ RAMIREZ FROM CABORCA, MEXICO. THE PILOT OF THE
AIRCRAFT IS UNKNOWN.

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Brief of Accident (Continued)

File No. - 2570 12/04/85 GILA BEND,AZ A/C Reg. No. N3205S Time (Lcl) - 1928 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED
2. OBJECT - UTILITY POLE

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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Brief of Accident

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     File No. - 2593      12/05/85    SCOTTSDALE,AZ                A/C Reg. No. N5298A            Time (Lcl) - 1330 MST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire                  Crew     0        0        1        0
     Flight Conducted Under     -14 CFR 91                       NONE                 Pass     0        0        0        0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA P210R                Eng Make/Model - CONTINENTAL TSIO-520-CE   ELT Installed/Activated - YES/YES
     Landing Gear    - TRICYCLE-RETRACTABLE        Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt    -    4100                     Engine Type    - RECIP-FUEL INJECTED
     No. of Seats    -       6                     Rated Power    -     325 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING       Last Departure Point                      ON AIRPORT
       Method        - N/A                           PAYSON,AZ
       Completeness  - N/A                        Destination                             Airport Data
     Basic Weather   - VMC                           MESA,AZ                                 SCOTTSDALE MUNI
       Wind Dir/Speed- 040/005 KTS                                                           Runway Ident     - 03
       Visibility    -    30.0   SM              ATC/Airspace                                Runway Lth/Wid   -  8251/   75
       Lowest Sky/Clouds  -                        Type of Flight Plan - NONE                Runway Surface   - ASPHALT
       Lowest Ceiling        - 15000 FT BROKEN     Type of Clearance   - VFR                 Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE                                      FORCED LANDING
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     67              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                      Flight Time (Hours)
         PRIVATE                                 Current       - NO       Total      -   5000         Last 24 Hrs -       1
         SE LAND                                 Months Since  - UNK/NR   Make/Model-      14         Last 30 Days-      13
                                                 Aircraft Type - UNK/NR   Instrument-     200         Last 90 Days-      13
                                                                          Multi-Eng -    1800

         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE DESCENDING FROM 9,500 TO 5,000 FT MSL, THE PLT REPORTED THAT THE ENG SUDDENLY LOST ALL POWER. THE PLT STATED
THAT HE WAS UNABLE TO RESTART THE ENG & MADE AN EMERGENCY LANDING AT A NEARBY ARPT. THE PLT, WHO HAD ENTERED THE
DOWNWIND LEG FOR THE 8,251 FOOT LONG RWY, MISJUDGED HIS APPROACH, LANDED DIAGONALLY TO THE RWY, COLLIDED WITH A DITCH
& NOSED OVER. THE ACFT WAS TESTED FOLLOWING ITS RECOVERY AND ALL SYSTEMS INCLUDING THE ENG OPERATED NORMALLY.  THE
CAUSE OF THE NON-MECHANICAL COMPLETE PWR LOSS WAS NOT DETERMINED. THE PLT DID NOT HAVE A CURRENT BFR & HAD A TOTAL OF
13.2 HOURS IN THIS AIRCRAFT, WHICH HE HAD RECENTLY PURCHASED.
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Brief of Accident (Continued)

File No. - 2593 12/05/85 SCOTTSDALE,AZ A/C Reg. No. N5298A Time (Lcl) - 1330 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)
1. UNDETERMINED
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

Finding(s)
6. PLANNED APPROACH - INADEQUATE -
7. PROPER GLIDEPATH - NOT MAINTAINED -

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
8. OBJECT - FENCE

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
9. TERRAIN CONDITION - DITCH

Occurrence #5 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 3,4,6,7

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

    File No. - 2594      12/14/85    GLENDALE,AZ              A/C Reg. No. N38PSF           Time (Lcl) - 1415 MST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                              SUBSTANTIAL                  Fatal   Serious   Minor    None
   Type of Operation         -PERSONAL                       Fire                   Crew     0        0        1        0
   Flight Conducted Under    -14 CFR 91                       NONE                  Pass     0        0        0        0
   Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - PIPER PA-34-200T             Eng Make/Model - CONTINENTAL TSIO-360-E    ELT Installed/Activated - YES/NO
   Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                           Stall Warning System - YES
   Max Gross Wt   -    4570                      Engine Type     - RECIP-FUEL INJECTED
   No. of Seats   -       6                      Rated Power     -      200 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                  Airport Proximity
   Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRPORT
     Method          - N/A                         GLENDALE,AZ
     Completeness    - N/A                      Destination                              Airport Data
   Basic Weather     - VMC                         GLENDALE,AZ                              GLENDALE MUNI
     Wind Dir/Speed- 180/003 KTS                                                            Runway Ident      - 17
     Visibility     -    15.0   SM             ATC/Airspace                                 Runway Lth/Wid    -  2400/   50
     Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE                 Runway Surface    - ASPHALT
     Lowest Ceiling          - NONE              Type of Clearance   - NONE                 Runway Status     - DRY
     Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
     Precipitation           - NONE                                    FULL STOP
     Condition of Light        DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -      46             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                  Current        - YES       Total       -    3700        Last 24 Hrs - UNK/NR
        SE LAND,ME LAND,SE SEA                   Months Since   -  9        Make/Model-      430        Last 30 Days- UNK/NR
                                                 Aircraft Type  - PA-22     Instrument-      240        Last 90 Days-      30
                                                                            Multi-Eng  -    2800

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER COMPLETING A LCL FLIGHT THE PLT RETURNED TO HIS HOME BASE ARPT & PROCEEDED TO LAND ON THE 2400 FT LONG RWY.
THE PLT REPORTED THAT HE WAS UNABLE TO STOP AT ITS END AND COLLIDED WITH BARRICADES AND A FENCE. A WITNESS REPORTED
THAT THE ACFT SKIDDED ON THE RWY FOR 1,000 FEET BEFORE OVERRUNNING ITS END. NO MECHANICAL FAILURES OR MALFUNCTIONS WERE
REPORTED WITH THE ACFT.

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Brief of Accident (Continued)

File No. - 2594 12/14/85 GLENDALE,AZ A/C Reg. No. N3885F Time (Lcl) - 1415 MST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
5. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
6. OBJECT - FENCE
7. OBJECT - AIRPORT FACILITY

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
8. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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  File No. - 2499       4/21/85    CASTAIC,CA                 A/C Reg. No. N8406W            Time (Lcl) - UNK/NR
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                   Injuries
                                                                DESTROYED               Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                        Fire              Crew      1        0        0       0
    Flight Conducted Under    -14 CFR 91                        NONE             Pass      4        0        0       0
    Accident Occurred During  -MANEUVERING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-235            Eng Make/Model - LYCOMING O-540-B4135      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2900                    Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                    Rated Power     -     235 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing      - FSS                      Last Departure Point                     OFF AIRPORT/STRIP
      Method         - TELEPHONE                  MARIPOSA,CA
      Completeness   - FULL                    Destination                             Airport Data
    Basic Weather    - VMC                        LA VERNE,CA
      Wind Dir/Speed- 220/020 KTS                                                        Runway Ident     - N/A
      Visibility     -    10.0   SM            ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      2000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - N/A
      Lowest Ceiling        -   3500 FT BROKEN     Type of Clearance   - NONE            Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     29            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                Current       - YES       Total        -     178        Last 24 Hrs - UNK/NR
        SE LAND                                Months Since  - 12        Make/Model-        97        Last 30 Days-      18
                                               Aircraft Type - 150       Instrument-         3        Last 90 Days-      40

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT REQUESTED AND RECEIVED A WEATHER BRIEFING FOR THE CROSS COUNTRY FLIGHT. VFR FLIGHT WAS NOT RECOMMENDED DUE TO
MULTIPLE CLOUD LAYERS AND MOUNTAIN OBSCUREMENT. THE WRECKAGE WAS LOCATED THE FOLLOWING MORNING AT THE 3,500 FOOT
ELEVATION IN MOUNTAINOUS TERRAIN.
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File No. - 2499   4/21/85   CASTAIC,CA   A/C Reg. No. N9406W   Time (Lcl) - UNK/NR

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   CRUISE

Finding(s)
1. WEATHER CONDITION - CLOUDS
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - OBSCURATION
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
5. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
6. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

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                             National Transportation Safety Board
                                   Washington, D.C. 20594



                                       Brief of Accident

      File No. - 2516       4/30/85    FREMONT,CA                A/C Reg. No. N7713V            Time (Lcl) - 1235 PDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                           Injuries
                                                                 DESTROYED                  Fatal    Serious    Minor      None
     Type of Operation          -OTHER WORK USE                 Fire               Crew      0         1         0          0
     Flight Conducted Under     -14 CFR 91                       NONE              Pass      0         0         0          0
     Accident Occurred During   -DESCENT
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - AERO COMMANDER CALLAIR A-9A    Eng Make/Model - LYCOMING O-540-B2B5       ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    3000                        Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       1                        Rated Power    -     235 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                         FREMONT,CA
       Completeness   - N/A                      Destination                            Airport Data
     Basic Weather    - VMC                         LOCAL                                  SKY SAILING
       Wind Dir/Speed- 340/005 KTS                                                         Runway Ident     - 28
       Visibility     -    15.0    SM           ATC/Airspace                               Runway Lth/Wid   -  1840/   30
       Lowest Sky/Clouds  -     20000 FT SCATTERED Type of Flight Plan - NONE              Runway Surface   - GRASS/TURF
       Lowest Ceiling       - NONE                 Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      32           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review               Flight Time (Hours)
        COMMERCIAL,CFI                          Current         - YES      Total       -   5570          Last 24 Hrs -       2
        SE LAND,ME LAND                         Months Since   -  1        Make/Model-      500          Last 30 Days-      17
        GLIDER                                  Aircraft Type - UNK/NR     Instrument-       82          Last 90 Days-     106
                                                                           Multi-Eng -      375

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PURPOSE OF THE LOCAL FLIGHT WAS TO TOW A GLIDER ALOFT TO A LAUNCH POINT. THE PILOT SAID HE HAD NO MEMORY OF THE
ACCIDENT FLIGHT. WITNESSES SAW THE AIRCRAFT MAKE A GO AROUND FORM SHORT FINAL AS A PEDESTRIAN WALKED ACROSS THE
RUNWAY APPROACH END, AND THEN EXTEND A NON-STANDARD LEFT DOWNWIND PATTERN TO ALLOW SPACE FOR A GLIDER ON A RIGHT
DOWNWIND TO LAND. AFTER THE ACFT TURNED FINAL, THE WITNESSES SAW THE AIRCRAFT SUDDENLY "PITCH 60 TO 75 DEGREES NOSE
DOWN" AND ALMOST REGAINED A LEVEL FLIGHT ATTITUDE AT GROUND IMPACT 2,300 FEET FROM THE RUNWAY. TESTS OF THE AIRSPEED
INDICATOR REVEALED THAT IT READ 13 MPH FAST AT THE ACFT'S POWER OFF STALL SPEED.
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Brief of Accident (Continued)

File No. - 2516 4/30/85 FREMONT,CA A/C Reg. No. N7713V Time (Lcl) - 1235 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. FLIGHT/NAV INSTRUMENTS,AIRSPEED INDICATOR - FALSE INDICATION
2. STALL - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)
4. TERRAIN CONDITION - GROUND
5. AIRSPEED - IMPROPER - PILOT IN COMMAND
6. STALL - NOT IDENTIFIED - PILOT IN COMMAND
7. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6,7

Factor(s) relating to this accident is/are finding(s) 3,4,5,8

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Brief of Accident

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    File No. - 2532       5/04/85    PERRIS,CA              A/C Reg. No. N157U          Time (Lcl) - 1920 PDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AIR TRAVEL CLUB            Aircraft Damage                       Injuries
                                                           DESTROYED                Fatal   Serious   Minor    None
    Type of Operation        -NON SCHED,DOMESTIC,PASSENGER Fire            Crew       0        0        0        2
    Flight Conducted Under   -14 CFR 125                    ON GROUND       Pass       0        0        0       31
    Accident Occurred During -TAKEOFF
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - DOUGLAS DC3                   Eng Make/Model - WRIGHT R-1820-GC       ELT Installed/Activated - NO -N/A
    Landing Gear  - TAILWHEEL-RETRACTABLE MAINS   Number Engines -  2                        Stall Warning System - UNK/NR
    Max Gross Wt  -   12500                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       2                       Rated Power    -    1200 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                    ON AIRSTRIP
      Method         - N/A                      SAME AS ACC/INC
      Completeness   - N/A                   Destination                            Airport Data
    Basic Weather    - VMC                      SAME AS ACC/INC                        PERRIS VALLEY
      Wind Dir/Speed- 310/010 KTS                                                      Runway Ident     - 15
      Visibility     -     5.0   SM          ATC/Airspace                              Runway Lth/Wid   -  5000/   65
      Lowest Sky/Clouds  -    CLEAR            Type of Flight Plan - NONE              Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE            Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     40            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
        COMMERCIAL                            Current        - YES     Total      -   2200      Last 24 Hrs -      10
        SE LAND,ME LAND                       Months Since   - 20      Make/Model-    800      Last 30 Days- UNK/NR
                                              Aircraft Type  - DC-3    Instrument-      0      Last 90 Days-      75
                                                                       Multi-Eng -    800

        Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRCRAFT'S LEFT ENGINE CAUGHT FIRE DURING THE TAKEOFF ROLL. THE PILOT MANAGED TO STOP THE AIRCRAFT ON THE
RUNWAY AND ALL 31 SKYDIVERS AND THE TWO MEMBER CREW EVACUATED WITHOUT INJURY. THE LEFT ENGINE PROPELLER HAD LOST
ONE BLADE WHICH WAS FOUND SEVERAL DAYS LATER 3000 FEET WEST OF THE WRECKAGE. THERE WAS NO EVIDENCE FOUND TO
SUBSTANTIATE COMPLIANCE WITH A MANDATORY AIRWORTHINESS DIRECTIVE ON THE PROPELLER BLADE.

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Brief of Accident (Continued)

File No. - 2532 5/04/85 PERRIS,CA A/C Reg. No. N157U Time (Lcl) - 1920 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES,BLADE - FAILURE,TOTAL
2. MAINTENANCE,COMPLIANCE WITH AD - NOT OBTAINED - COMPANY MAINTENANCE PSNL
3. PROPELLER SYSTEM/ACCESSORIES,BLADE - SEPARATION

Occurrence #2 FIRE/EXPLOSION
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2576        7/03/85    SAN DIEGO,CA               A/C Reg. No. N222CF            Time (Lcl) - 2110 PDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                   SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation          -BUSINESS                         Fire                  Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                         NONE                 Pass      0        0        0        3
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 421A                    Eng Make/Model - CONTINENTAL GTSIO-520-D   ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines -  2                            Stall Warning System - YES
     Max Gross Wt   -    6840                        Engine Type     - UNK/NR
     No. of Seats   -       7                        Rated Power     -     375 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                   Airport Proximity
     Wx Briefing       - FSS                         Last Departure Point                        ON AIRPORT
       Method          - TELEPHONE                     RENO,NV
       Completeness    - WEATHER NOT PERTINENT       Destination                               Airport Data
     Basic Weather     - VMC                           SAN DIEGO,CA                              BROWN FLD MUNI
       Wind Dir/Speed- 260/003 KTS                                                               Runway Ident       - 26
       Visibility      -     15.0    SM            ATC/Airspace                                  Runway Lth/Wid   -   7999/  200
       Lowest Sky/Clouds   -      7000 FT SCATTERED  Type of Flight Plan - IFR                   Runway Surface   - ASPHALT
       Lowest Ceiling          - NONE                Type of Clearance   - VFR                   Runway Status    - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - VOR/TVOR
       Precipitation           - NONE                                      FULL STOP
       Condition of Light      - NIGHT(BRIGHT)
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                             Age -     24          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                   Biennial Flight Review                     Flight Time (Hours)
         COMMERCIAL,CFI,FLT ENG                      Current          - YES        Total       -   1640        Last 24 Hrs -       8
         SE LAND,ME LAND,SE SEA                      Months Since   -  3           Make/Model-      13        Last 30 Days-      36
                                                     Aircraft Type - 727           Instrument-     125        Last 90 Days-      47
                                                                                    Multi-Eng -      37

         Instrument Rating(s)   - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING LANDING ROLL OUT THE RIGHT MAIN GEAR COLLAPSED IN AN OUTWARD DIRECTION. EXAM OF THE RT GEAR REVEALED THAT
THE BOLT WHICH IS ASSOCIATED WITH THE UPPER & LOWER GEAR TORQUE LINKS WAS MISSING. AN EXAM OF THE LEFT GEAR
ASSEMBLY REVEALED THAT THE REQUIRED COTTER PIN, WHICH SECURES THE CORRESPONDING BOLT FOR THE LT GEAR, WAS MISSING.

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Brief of Accident (Continued)

File No. 2576 7/03/85 SAN DIEGO,CA A/C Reg. No. N222CF Time (Lcl) - 2110 PDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,MAIN GEAR ATTACHMENT - DISCONNECTED
2. MAINTENANCE,ANNUAL INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                                     Brief of Accident

     File No. - 2401       7/05/85    GONZALES,CA              A/C Reg. No. N161HA             Time (Lcl) - 0715 PDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT          Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation         -AERIAL APPLICATION             Fire                   Crew     0        0          0         1
    Flight Conducted Under    -14 CFR 137                      NONE                  Pass     0        0          0         0
    Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - HILLER UH-12E               Eng Make/Model - ALLISON 250-C20           ELT Installed/Activated - NO -N/A
    Landing Gear   - SKID                        Number Engines -  1                           Stall Warning System - NO
    Max Gross Wt   -    3100                     Engine Type    - TURBOSHAFT
    No. of Seats   -       3                     Rated Power    -     305 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
      Method        - N/A                         GONZALES,CA
      Completeness  - N/A                       Destination                             Airport Data
    Basic Weather   - VMC                         SALINAS,CA
      Wind Dir/Speed- 360/003 KTS                                                         Runway Ident     - N/A
      Visibility    - UNK/NR                    ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds -      CLEAR             Type of Flight Plan - NONE               Runway Surface   - DIRT
      Lowest Ceiling         - NONE              Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING                        HIGH VEGETATION
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      61               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                     Flight Time (Hours)
       COMMERCIAL                              Current        - YES      Total      -  15000      Last 24 Hrs -       2
       SE LAND,ME LAND                         Months Since   - 8        Make/Model-    2000      Last 30 Days-      25
       HELICOPTER                              Aircraft Type - 12J3      Instrument-      75      Last 90 Days-      75
                                                                         Multi-Eng -    1500      Rotorcraft  -   10000

       Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE CRUISING DURING AN AG FLIGHT THE ACFT'S ENG BEGAN LOSING PWR. AT THE TIME THE ACFT WAS ABOUT 50 FT AGL &
WAS TRAVELLING AT 50 MPH. THE PLT MADE A FORCED LDG ONTO A NEARBY PLOWED FLD. UPON TOUCHDOWN THE RT SKID DUG
INTO A FURROW & THE ACFT ROLLED OVER. EXAM OF THE ACFT REVEALED THAT AN AIR LEAK HAD DEVELOPED AT THE FUEL FEED
LINE INLET TO THE ELECTRIC BOOST PUMP. THE CONNECTOR INLET BUSHING BEING USED WAS NOT FOUND TO BE OF "ACFT
QUALITY," & ITS CONDITION WAS OBSERVED TO BE RUSTED, PUTTED & ROUGH. THE INDIVIDUAL(S) RESPONSIBLE FOR
ORIGINALLY PLACING THE UNAUTHORIZED PART IN SERVICE COULD NOT BE DETERMINED.
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Brief of Accident (Continued)

File No. - 2401 7/05/85 GONZALES,CA A/C Reg. No. N161HA Time (Lcl) - 0715 PDT

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Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. FUEL SYSTEM,LINE FITTING - BOGUS PART
2. MAINTENANCE,REPLACEMENT - IMPROPER - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM,LINE FITTING - CORRODED
4. FUEL SYSTEM,LINE FITTING - DETERIORATED
5. FUEL SYSTEM,LINE FITTING - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. TERRAIN CONDITION - NONE SUITABLE
7. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - OPEN FIELD
8. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
9. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT

Occurrence #4 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6,8,9

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                               National Transportation Safety Board
                                     Washington, D.C. 20594


                                        Brief of Accident

     File No. - 2404       7/06/85    SALINE VALLEY,CA           A/C Reg. No. N29461            Time (Lcl) - 1330 PDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operting Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious    Minor      None
     Type of Operation          -PERSONAL                       Fire               Crew        0         0         0         1
     Flight Conducted Under     -14 CFR 91                       NONE              Pass        0         0         0         0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-34-200T               Eng Make/Model - CONTINENTAL TSIO-360-E    ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines -  2                             Stall Warning System - YES
     Max Gross Wt   -    4570                        Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -      6                         Rated Power    -     200 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                    Itinerary                                Airport Proximity
      Wx Briefing     - NO RECORD OF BRIEFING         Last Departure Point                     ON AIRSTRIP
        Method        - N/A                             MAMMOTH LAKES,CA
        Completeness  - N/A                          Destination                           Airport Data
      Basic Weather   - VMC                             MAMMOTH LAKES,CA                       CHICKEN STRIP
        Wind Dir/Speed- CALM                                                                   Runway Ident     - UNK/NR
        Visibility    -    50.0   SM                ATC/Airspace                               Runway Lth/Wid   -   1300/    50
        Lowest Sky/Clouds  -    CLEAR                  Type of Flight Plan - NONE              Runway Surface   - DIRT
        Lowest Ceiling        - NONE                   Type of Clearance   - NONE              Runway Status    - DRY
        Obstructions to Vision- NONE                   Type Apch/Lndg      - FULL STOP
        Precipitation         - NONE                                         PRECAUTIONARY LANDING
        Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      42              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL                              Current        - YES         Total      -    1800        Last 24 Hrs -        5
         SE LAND,ME LAND                         Months Since  -  9           Make/Model-     800         Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR       Instrument-     180         Last 90 Days-       30
                                                                              Multi-Eng -     800         Rotorcraft  - UNK/NR

         Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A PLEASURE FLIGHT THE PLT OBSERVED A SLIGHT LT ENG FUEL PRESSURE FLUCTUATION. PREVIOUSLY, A SIMILAR
FLUCTUATION TO THE RT ENG REVEALED THE PRESENCE OF A LEAKING FUEL LINE. FEARING FIRE BECAUSE OF A SUSPECTED FUEL
LEAK TO THE LT ENG, THE PLT ELECTED TO MAKE AN IMMEDIATE PRECAUTIONARY LANDING AT THE FIRST OBSERVED "SUITABLE"
LOCATION. ON SHORT FINAL APCH TO AN UNCHARTED, DIRT, 1300-FT-LONG AIRSTRIP, GUSTY WINDS WERE ENCOUNTERED. THE
ACFT DROPPED, TOUCHED DOWN HARD AND BOTH MAIN GEAR COLLAPSED.

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Brief of Accident (Continued)

File No. - 2404   7/06/85   SALINE VALLEY,CA   A/C Reg. No. N29:61   Time (Lcl) - 1330 PDT

Occurrence #1   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - MISJUDGED - PILOT IN COMMAND
2. WEATHER CONDITION - GUSTS

Occurrence #2   MAIN GEAR COLLAPSED
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
3. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 2405       7/07/85    DURHAM,CA                A/C Reg. No. N1048P            Time (Lcl) - 1630 PDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                   Fatal   Serious   Minor     None
      Type of Operation          -PERSONAL                      Fire                  Crew       0        0        0         1
      Flight Conducted Under     -14 CFR 91                      NONE                 Pass       0        0        0         1
      Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - HILLER UH-12B              Eng Make/Model - LYCOMING VO-540          ELT Installed/Activated - NO -N/A
      Landing Gear   - SKID                       Number Engines -  1                          Stall Warning System - NO
      Max Gross Wt   -    2500                    Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       3                    Rated Power    -     305 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                    Airport Proximity
      Wx Briefing     - NO RECORD OF BRIEFING    Last Departure Point                        OFF AIRPORT/STRIP
        Method        - N/A                        DURHAM,CA
        Completeness  - N/A                       Destination                              Airport Data
      Basic Weather   - VMC                        DURHAM,CA
        Wind Dir/Speed- CALM                                                                 Runway Ident     - N/A
        Visibility    -    50.0   SM             ATC/Airspace                                Runway Lth/Wid   - N/A
        Lowest Sky/Clouds         CLEAR            Type of Flight Plan - NONE                Runway Surface   - DIRT
        Lowest Ceiling          - NONE             Type of Clearance   - NONE                Runway Status    - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN                        SOFT
        Precipitation           - NONE                                   FULL STOP
        Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      32            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL,CFI                          Current         - YES       Total       -    728       Last 24 Hrs - UNK/NR
         SE LAND                                 Months Since    - 13        Make/Model-       44       Last 30 Days- UNK/NR
         HELICOPTER                              Aircraft Type - C-177RG     Instrument-      112       Last 90 Days-      6
                                                                             Multi-Eng - UNK/NR         Rotorcraft  -    546

         Instrument Rating(s)  - HELICOPTER
------------------------------------------------------------------------------------------------------------------------
----Narrative----
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THE PURPOSE OF THE LCL FLIGHT WAS FOR THE CFI TO DEMO THE NEWLY ACQUIRED HELICOPTER TO ITS OWNER. THE CFI REPORTED THAT DURING THE FLT A "SOMEWHAT COMMON" VIBRATION WAS DETECTED, & HE ASSOCIATED THE VIBRATION WITH THE ACFT'S WOODEN MAIN ROTOR BLADES. HE FURTHER REPORTED THAT HE MAY HAVE BEEN DISTRACTED BY THE VIBRATION, & HE FAILED TO OBSERVE THE POWER LINES WHICH WERE IN THE LANDING APPROACH PATH. AT ABOUT 60 FT AGL THE ACFT'S MAST COLLIDED WITH THE WIRES. CONTROL WAS LOST, & DURING THE HARD LANDING THE BLADES FLEXED DOWN CUTTING OFF THE TAIL BOOM.

Brief of Accident (Continued)

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      File No. - 2405       7/07/85    DURHAM,CA                   A/C Reg. No. N1048P            Time (Lcl) - 1630 PDT
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Occurrence #1          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     APPROACH

Finding(s)
  1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
  2.      IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
  3. OBJECT - WIRE,TRANSMISSION
-----------------------------------------------------------------------------------------------------------------------

Occurrence #2          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     DESCENT - UNCONTROLLED
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Occurrence #3          HARD LANDING
Phase of Operation     LANDING - FLARE/TOUCHDOWN
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Occurrence #4          ROLL OVER
Phase of Operation     LANDING - FLARE/TOUCHDOWN
-----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2
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                              National Transportation Safety Board
                                  Washington, D.C. 20594



                                       Brief of Accident
     File No. - 2444       7/16/85    THERMAL,CA                  A/C Reg. No. N6322B          Time (Lcl) - 0500 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                    Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                     Fire                  Crew    0        1        0        0
     Flight Conducted Under     -14 CFR 91                     NONE                 Pass    0        1        0        0
     Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152                   Eng Make/Model - LYCOMING O235L2C        ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    1670                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                      Rated Power    -     110 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary
     Wx Briefing      - FSS                       Last Departure Point               Airport Proximity
       Method         - TELEPHONE                   THERMAL                            OFF AIRPORT/STRIP
       Completeness   - WEATHER NOT PERTINENT      Destination
     Basic Weather    - VMC                         LOCAL                            Airport Data
       Wind Dir/Speed- 130/007 KTS                                                     THERMAL
       Visibility     -     1.000 SM             ATC/Airspace                          Runway Ident     - 35
       Lowest Sky/Clouds  -       1400 FT SCATTERED  Type of Flight Plan - NONE        Runway Lth/Wid   -   5000/    35
       Lowest Ceiling       - 25000 FT OVERCAST    Type of Clearance    - NONE         Runway Surface   - ASPHALT
       Obstructions to Vision- NONE                Type Apch/Lndg       - TRAFFIC PATTERN  Runway Status - DRY
       Precipitation        - NONE
       Condition of Light   - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     40           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (Hours)
         PRIVATE                              Current        - YES      Total      -     95        Last 24 Hrs -      1
         SE LAND                              Months Since   -  2       Make/Model-      8        Last 30 Days-     10
                                              Aircraft Type - PA28140   Instrument-      2        Last 90 Days-     44


         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CRASHED DURING A NIGHT VISUAL APPROACH WHILE PRACTICING LANDINGS. THE PAX STATED THAT THE ACFT WAS HIGH ON
THE APPROACH AND THE PILOT WAS ADJUSTING HIS RATE OF DESCENT WHEN THE ACFT WENT DOWN.

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Brief of Accident (Continued)

File No. - 2444 7/16/85 THERMAL,CA A/C Reg. No. N6322B Time (Lcl) - 0500 PDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
5. INSTRUMENT LIGHTS - INOPERATIVE
6. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2414        7/17/85    DURHAM,CA                    A/C Reg. No. N7853             Time (Lcl) - 0545 PDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT          Aircraft Damage                     Injuries
                                                               DESTROYED                  Fatal   Serious   Minor    None
    Type of Operation          -AERIAL APPLICATION            Fire               Crew       0        0        0        1
    Flight Conducted Under     -14 CFR 137                     IN FLIGHT         Pass       0        0        0        0
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - GRUMMAN G-164A               Eng Make/Model - P&W R1340              ELT Installed/Activated - NO -N/A
    Landing Gear  - TAILWHEEL-ALL FIXED          Number Engines -  1                        Stall Warning System - NO
    Max Gross Wt  -    4500                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       1                      Rated Power    -     600 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing      - UNK/NR                    Last Departure Point                      OFF AIRPORT/STRIP
      Method         - UNK/NR                      DURHAM,CA
      Completeness   - UNK/NR                   Destination                             Airport Data
    Basic Weather    - VMC                         SAME AS ACC/INC                          MCROE
      Wind Dir/Speed- CALM                                                                  Runway Ident     - N/A
      Visibility    -     15.0   SM            ATC/Airspace                                 Runway Lth/Wid   -   2000/   100
      Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                 Runway Surface   - DIRT
      Lowest Ceiling         - NONE              Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - PRECAUTIONARY LANDING                   ROUGH
      Precipitation          - NONE
      Condition of Light     - DAWN
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -      34              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                    Flight Time (Hours)
        COMMERCIAL                           Current         - YES        Total        -    5050        Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                      Months Since    -  6         Make/Model-       2500        Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR       Instrument-         78        Last 90 Days-     286
                                                                          Multi-Eng -        130

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING AN AG FLIGHT IN WHICH A COMPOUND CONTAINING SULFUR DUST WAS BEING SPRAYED A FIRE BEGAN IN THE ACFT'S SPRAY
APPARATUS. THE COCKPIT FILLED WITH HEAVY SMOKE & THE PLT MADE A SUCCESSFUL FORCED LDG IN THE UNDERLYING FIELD. THE FIRE
SPREAD & EVENTUALLY CONSUMED THE ACFT. PRIOR TO THE ONSET OF THE FIRE, THE PLT DID NOT REPORT EXPERIENCING ANY
MECHANICAL MALFUNCTION OR FAILURE WITH THE ACFT. THE CAUSE OF THE FIRE WAS NOT ASCERTAINED.

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Brief of Accident (Continued)

File No. - 2414 7/17/85 DURHAM,CA A/C Reg. No. N7853 Time (Lcl) - 0545 PDT

Occurrence #1 FIRE
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. SPRAY/DUSTING EQUIPMENT - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

Occurrence #3 FIRE
Phase of Operation LANDING

Finding(s)
2. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 2441        7/17/85    MONTEREY,CA                  A/C Reg. No. N15548            Time (Lcl) - 1252 PDT
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                   DESTROYED                   Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                        Fire               Crew       1        0        0        0
      Flight Conducted Under     -14 CFR 91                        NONE              Pass       0        0        0        0
      Accident Occurred During   -DESCENT
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-28-235            Eng Make/Model - LYCOMING O-540-B4B5     ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    3000                    Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                    Rated Power    -     235 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                        MONTEREY,CA
        Completeness   - N/A                     Destination                              Airport Data
      Basic Weather    - VMC                        LOCAL
        Wind Dir/Speed- 300/007 KTS                                                          Runway Ident     - N/A
        Visibility     -    15.0   SM            ATC/Airspace                                Runway Lth/Wid   - N/A
        Lowest Sky/Clouds -       CLEAR            Type of Flight Plan - NONE                Runway Surface   - WATER
        Lowest Ceiling          - NONE             Type of Clearance   - VFR                 Runway Status    - N/A
        Obstructions to Vision- NONE               Type Apch/Lndg      - UNK/NR
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     60               Medical Certificate - EXPIRED
       Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL                             Current        - YES         Total       -    1923        Last 24 Hrs - UNK/NR
          SE LAND,ME LAND                        Months Since   - 16          Make/Model-      60        Last 30 Days- UNK/NR
                                                 Aircraft Type  - 95          Instrument-     250        Last 90 Days- UNK/NR
                                                                              Multi-Eng -     334

          Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT TOOK OFF ON A TRAINING FLIGHT TO PRACTICE HOLDING OVER A VOR INTERSECTION 12 MILES OFF SHORE. APPROXIMATELY 12
MINUTES AFTER TAKE OFF THE PILOT DECLARED "MAYDAY,ROUGH ENGINE", TO THE MONTEREY,CALFORNIA CONTROL TOWER CONTROL SPECIAL
IST. THE CONTROL SEPCIALIST OBSERVED THE ACFTS RADAR TARGET VANISH FROM HIS BRITE TUBE AT AN ALTITUDE OF 1300 FEET. THE
COAST GUARD RECOVERED A FEW PIECES OF DEBRIS FROM THE ACFT.

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Brief of Accident (Continued)

File No. - 2441 7/17/85 MONTEREY,CA A/C Reg. No. N15548 Time (Lcl) - 1252 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. ENGINE ASSEMBLY - ERRATIC

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. PLANNING-DECISION - POOR - PILOT IN COMMAND
4. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND
5. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

    File No. - 2534      7/19/85    SODA SPRINGS,CA          A/C Reg. No. N7910J          Time (Lcl) - 1130 PDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                   Injuries
                                                                 SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation          -BUSINESS                       Fire                Crew     0        2        0        0
     Flight Conducted Under     -14 CFR 91                       NONE               Pass     0        0        0        0
     Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BELL 206B                Eng Make/Model - ALLISON 250 C20        ELT Installed/Activated - NO -N/A
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                        Stall Warning System - NO
     Max Gross Wt   -    3200                  Engine Type    - TURBOSHAFT
     No. of Seats   -       5                  Rated Power    -     400 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                             Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                    OFF AIRPORT/STRIP
       Method         - N/A                      SAME AS ACC/INC
       Completeness   - N/A                   Destination                           Airport Data
     Basic Weather    - VMC                      LOCAL
       Wind Dir/Speed- 180/005 KTS                                                     Runway Ident    - N/A
       Visibility     -   25.0   SM           ATC/Airspace                             Runway Lth/Wid  - N/A
       Lowest Sky/Clouds  -     CLEAR           Type of Flight Plan - NONE             Runway Surface  - DIRT
       Lowest Ceiling      - NONE               Type of Clearance   - NONE             Runway Status   - DRY
       Obstructions to Vision- NONE             Type Apch/Lndg      - NONE                     HIGH VEGETATION
       Precipitation       - NONE
       Condition of Light  - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                    Age -     54            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)          Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL,CFI,FLT ENG            Current          - YES     Total       -  10300          Last 24 Hrs -       2
         ME LAND,SE SEA,ME SEA             Months Since   -  2        Make/Model-    1400          Last 30 Days- UNK/NR
         HELICOPTER                        Aircraft Type - C-182     Instrument-     120          Last 90 Days-       0
                                                                     Multi-Eng -    2100          Rotorcraft   -   2100

         Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
ON JULY 19,1985 A BELL 206B LOST CONTROL WHILE MANEUVERING NEAR SODA SPRINGS,CA.THE AIRCRAFT WAS SUBSTANTIALLY
DAMAGED AND THE TWO PILOTS SUSTAINED SERIOUS INJURIES. THE REPOTED HE WAS MANEUVERING AT 30 MPH LOOKING FOR
SHEEP IN MOUNTAINOUS TERRAIN WHEN HE EXPERIENCED A SUDDEN UNCOMMANDED YAW TO THE RIGHT,LOST CONTROL AND DESCENDED
UNCONTROLLED INTO THE TERRAIN.HE ATTRIBUTED THE LOSS OF CONTROLLED INTO THE TERRAIN.HE ATTRIBUTED THE LOSS OF CONTROL AS
 A LOSS OF TAIL ROTOR EFFECTIVENESS. HE REPORTED NO MECHANICAL DIFFICULTIES PRIOR TO THE ACCIDENT.

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Brief of Accident (Continued)

File No. - 2534   7/19/85   SODA SPRINGS,CA   A/C Reg. No. N7910J   Time (Lcl) - 1130 PDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   MANEUVERING

Finding(s)
1. LIGHT CONDITION - DAYLIGHT
2. COMPENSATION FOR WIND CONDITIONS - NOT IDENTIFIED - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2,3

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                       Brief of Accident
      File No. - 2440       7/23/85    GOLETA,CA                   ,A/C Reg. No. N11490          Time (Lcl) - 0307 PDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                                DESTROYED               Fatal   Serious   Minor    None
     Type of Operation           -PERSONAL                     Fire               Crew     1       0        0       0
     Flight Conducted Under      -14 CFR 91                     ON GROUND         Pass     1       0        0       0
     Accident Occurred During    -DESCENT
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150L
     Landing Gear   - TRICYCLE-FIXED           Eng Make/Model - CONTINENTAL O-200-A        ELT Installed/Activated - YES/YES
     Max Gross Wt   -    1600                  Number Engines -  1                          Stall Warning System - YES
     No. of Seats   -       2                  Engine Type    - RECIPROCATING-CARBURETOR
                                               Rated Power    -    100 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                              Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                   ON AIRPORT
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                      Destination
     Basic Weather    - VMC                         UNK/NR                            Airport Data
       Wind Dir/Speed- 070/007 KTS                                                      SANTA BARBARA
       Visibility     -     7.0   SM             ATC/Airspace                           Runway Ident     - 25
       Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE           Runway Lth/Wid   -  6049/  150
       Lowest Ceiling         - NONE               Type of Clearance   - NONE           Runway Surface   - ASPHALT
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE           Runway Status    - DRY
       Precipitation          - NONE
       Condition of Light     - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command
      Certificate(s)/Rating(s)               Age -     28              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
        STUDENT                              Biennial Flight Review                 Flight Time (Hours)
                                                Current        - N/A      Total      -      17         Last 24 Hrs - UNK/NR
                                                Months Since   - N/A      Make/Model-       17         Last 30 Days- UNK/NR
                                                Aircraft Type  - N/A      Instrument-        2         Last 90 Days- UNK/NR


        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE 17-HOUR STUDENT PILOT, WITH A PASSENGER ON BOARD, DEPARTED DURING EARLY MORNING HOURS AND CRASHED AND BURNED ON THE
 RUNWAY DURING THE TAKEOFF SEQUENCE.
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Brief of Accident (Continued)

File No. - 2440   7/23/85   GOLETA,CA   A/C Reg. No. N11490   Time (Lcl) - 0307 PDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2448       7/27/85    TAOHOMA,CA                  A/C Reg. No. N6277Z             Time (Lcl) - 1820 PDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                   Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                       Fire                   Crew      0         0         1         0
    Flight Conducted Under     -14 CFR 91                       NONE                  Pass      0         0         2         0
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA TU206G                 Eng Make/Model - CONTINENTAL TSIO-520-M    ELT Installed/Activated - YES-UNK/NR
    Landing Gear   - AMPHIBIAN                     Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt   -    3600                       Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                       Rated Power    -     310 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing       - FSS                       Last Departure Point                       ON AIRPORT
      Method          - TELEPHONE                   SAN JOSE,CA
      Completeness    - FULL                     Destination                               Airport Data
    Basic Weather     - VMC                         SAME AS ACC/INC                            HOMEWOOD
      Wind Dir/Speed- 150/020 KTS                                                              Runway Ident     - UNK/NR
      Visibility    -      9.0   SM             ATC/Airspace                                   Runway Lth/Wid   - 15000/  400
      Lowest Sky/Clouds  -      5000 FT SCATTERED  Type of Flight Plan - VFR                    Runway Surface   - WATER
      Lowest Ceiling         - 10000 FT BROKEN     Type of Clearance   - NONE                   Runway Status    - WATER - CHOPPY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - UNK/NR                                    FULL STOP
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -      44             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                   Flight Time (Hours)
        PRIVATE                             Current        - YES        Total       -      780         Last 24 Hrs -       2
        SE LAND,SE SEA                      Months Since   - 18         Make/Model-      500         Last 30 Days-      30
                                            Aircraft Type - TU206G      Instrument-        5         Last 90 Days-      80


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
ON JULY 27, 1985 A FLOAT EQUIPPED CESSNA TU206G LANDED ON CHOPPY WATER, NOSED OVER AND SANK AT THE SEAPLANE BASE IN
LAKE TAHOE, CA. THE PILOT AND 1 PASSENGER WERE NOT INJURED. WITNESSES REPORTED THAT TIME WATER CONDITIONS WERE
MODERATE CHOP WITH WAVES 2 TO 5 FT IN HEIGHT AND 20 KNOT WINDS. THE PILOT STATED THAT THEN 5 TO 6 FT ABOVE THE WATER, TH
E SEAT SLID BACK CAUSING THE CONTROL YOKE TO COME BACK. THE TAIL NOSED OVER INTO THE WATER AND SANK.

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Brief of Accident (Continued)

File No. - 2448   7/27/85   TAOHOMA,CA   A/C Reg. No. N6277Z   Time (Lcl) - 1820 PDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   LANDING

Finding(s)
1. FUSELAGE,SEAT - NOT ENGAGED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. CONTROL INTERFERENCE - INADVERTENT - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - WATER,ROUGH
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. WEATHER CONDITION - UNFAVORABLE WIND
7. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,7

Factor(s) relating to this accident is/are finding(s) 1,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2449       7/28/85    RAMONA,CA                 A/C Reg. No. N56PS            Time (Lcl) - 1820 PDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                      Injuries
                                                              DESTROYED                  Fatal   Serious   Minor    None
      Type of Operation         -PERSONAL                    Fire               Crew      1        0        0        0
      Flight Conducted Under    -14 CFR 91                    NONE              Pass      1        0        0        0
      Accident Occurred During  -MANEUVERING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - AEROTEK, INC. PITTS S-2A      Eng Make/Model - LYCOMING IO360-AIA     ELT Installed/Activated - YES/YES
      Landing Gear  - TAILWHEEL-ALL FIXED           Number Engines -  1                        Stall Warning System - NO
      Max Gross Wt  -    1500                       Engine Type    - RECIP-FUEL INJECTED
      No. of Seats  -       2                       Rated Power    -    200 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                          SAN DIEGO,CA
        Completeness   - N/A                       Destination                              Airport Data
      Basic Weather    - VMC                          LOCAL
        Wind Dir/Speed- 270/015 KTS                                                          Runway Ident     - N/A
        Visibility     -   20.0   SM              ATC/Airspace                                Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE                Runway Surface   - N/A
        Lowest Ceiling         - NONE               Type of Clearance   - NONE                Runway Status    - N/A
        Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     49              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
          COMMERCIAL,CFI                         Current      - UNK/NR      Total      -    1574       Last 24 Hrs - UNK/NR
          SE LAND,ME LAND                        Months Since  - UNK/NR     Make/Model- UNK/NR         Last 30 Days-      4
                                                 Aircraft Type - UNK/NR     Instrument-     127        Last 90 Days-      7


          Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
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ON JULY 28, 1985 AT APPROXIMATELY 1820 HOURS, A PITTS S-2A, N56PS, OWNED AND OPERATED BY WILLIAM L. TRAVIS, CRASHED ON A HILLSIDE ON THE 192 DEG RADIAL, 12.8 NAUTICAL MILES FROM THE JULIAN VOR. THE FLIGHT WAS FOR THE PURPOSE OF AEROBATICS. THE AIRCRAFT WAS DESTROYED AND THE TWO OCCUPANTS WERE FATALLY INJURED. THE FLIGHT ORIGINATED FROM MONTGOMERY FIELD, SAN DIEGO, CA., ON JULY 28, 1985 AT APPROXIMATELY 1800 HOURS. ON-SCENE INVESTIGATION DISCLOSED NO EVIDENCE OF A PRE-IMPACT MALFUNCTION OR FAILURE OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2449 7/28/85 RAMONA,CA A/C Reg. No. N56PS Time (Lcl) - 1820 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. MANEUVER - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3

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                                  National Transportation Safety Board
                                        Washington, D.C. 20594



                                              Brief of Accident

       File No. - 2412        7/30/85    SONOMA,CA                  A/C Reg. No. N6284T            Time (Lcl) - 1930 PDT
--------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                            Injuries
                                                                   DESTROYED                      Fatal    Serious    Minor      None
      Type of Operation         -INSTRUCTIONAL                    Fire                   Crew       0         1         1          0
      Flight Conducted Under    -14 CFR 91                         ON GROUND             Pass       0         0         C          0
      Accident Occurred During  -APPROACH
--------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 150E                     Eng Make/Model - CONTINENTAL O-200-A        ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-FIXED                  Number Engines -   1                           Stall Warning System - YES
      Max Gross Wt   -    1600                         Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      2                          Rated Power    -      100 HP
--------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                     Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING         Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                             SONOMA,CA
        Completeness   - N/A                           Destination                              Airport Data
      Basic Weather    - VMC                             LOCAL                                    SONOMA SKYPARK
        Wind Dir/Speed- 260/020 KTS                                                               Runway Ident     - 26
        Visibility     -    15.0   SM                  ATC/Airspace                               Runway Lth/Wid   -  2500/   30
        Lowest Sky/Clouds  -     CLEAR                   Type of Flight Plan - NONE               Runway Surface   - N/A
        Lowest Ceiling         - NONE                    Type of Clearance   - NONE               Runway Status    - N/A
        Obstructions to Vision- NONE                     Type Apch/Lndg      - FORCED LANDING
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                               Age -      52               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                     Biennial Flight Review                   Flight Time (Hours)
          COMMERCIAL,CFI                                Current         - YES         Total      -   1670        Last 24 Hrs -      3
          SE LAND                                       Months Since    -  4          Make/Model-    320         Last 30 Days-     12
                                                        Aircraft Type  - C-T210       Instrument-    206         Last 90 Days-     36
                                                                                      Multi-Eng -     70

          Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A DUAL INSTRUCTIONAL FLIGHT THE STUDENT PLT PRACTICED A FULL STOP LDG FOLLOWED BY A TAKE OFF. ON INITIAL CLIMB
ALL ENG POWER WAS SUDDENLY LOST. WHEN THE CFI TOOK OVER THE CONTROLS & MANEUVERED THE ACFT FOR AN EMERGENCY LDG, THE
ENG MOMENTARILY COUGHED & SPUTTERED. WHILE LANDING, THE ACFT COLLIDED WITH TREES & A POST CRASH FIRE ERUPTED WHICH
SUBSEQUENTLY DESTROYED THE ACFT. THE CFI WAS REPORTED TO HAVE STATED TO RESCUE PERSONNEL, "GUESS I RAN OUT OF GAS."

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Brief of Accident (Continued)

File No. - 2412 7/30/85 SONOMA,CA A/C Reg. No. N6284T Time (Lcl) - 1930 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - FLIGHT INSTRUCTOR(ON GROUND)
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2592   8/01/85   ARROYO GRANDE,CA   A/C Reg. No. N90328   Time (Lcl) - 1015 PDT

----Basic Information----

Type Operating Certificate-EXTERNAL LOAD
Type of Operation - OTHER WORK USE
Flight Conducted Under - 14 CFR 133
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BELL 206 B3
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250 SER 400HP
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 225/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 33
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 206 B3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 5959
Make/Model- 1600
Instrument- 292
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 170
Rotorcraft - 5959

Instrument Rating(s) - HELICOPTER

----Narrative----

WHILE HOVERING AND SLINGING AN EXTERNAL LOAD OVER ROUGH TERRAIN THE ENG CHIP LIGHT ILLUMINATED. THE PLT IMMEDIATELY POSITIONED THE ACFT TO RELEASE THE LOAD AND THE ENG BEGAN MAKING A "WHINING" NOISE. SEVERAL SECONDS LATER ALL ENG POWER WAS LOST. THE PLT AUTOROTATED TO A FIRM LANDING AND UPON TOUCHDOWN THE MAIN ROTOR BLADES FLEXED DOWNWARD AND SEVERED THE TAIL BOOM. EXAM OF THE ENG'S TURBINE COMPONENTS REVEALED THE PRESENCE OF A "SLUDGE" MATERIAL IN THE SCAVENGE OIL LINE FROM THE NO. 8 BEARING AND ALSO THE PRESENCE OF A HEAVY BUILD UP OF CARBON ON THE ENGINE ROTOR "PEASHOOTER" DRIVE SHAFT. THE ACCUMULATED MATERIAL CAUSED SHAFT PUB AND FAILURE OF THE POWER TURBINE'S INNER SHAFT. THE OPERATOR REPORTED THAT AN EARLY INSPECTION OF THE N1/N2 DRIVE SHAFT AREA COULD HAVE DETECTED THE PROBLEM AND PREVENTED THE ACCIDENT.

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Brief of Accident (Continued)

File No. - 2592 8/01/85 ARROYO GRANDE,CA A/C Reg. No. N90328 Time (Lcl) - 1015 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation HOVER

Finding(s)
1. LUBRICATING SYSTEM,OIL TUBING - BLOCKED(PARTIAL)
2. MAINTENANCE,SERVICE OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. TURBINE ASSEMBLY,SHAFT BEARING - BLOCKED(PARTIAL)
4. TURBINE ASSEMBLY,SHAFT - FAILURE,PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

Finding(s)
5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
6. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
7. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,4

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2587 8/02/85 ISLAND MOUNTAIN,CA A/C Reg. No. N64033 Time (Lcl) - 1115 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 172 M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
PALO ALTO,CA
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data
MILLER RANCH
Runway Ident - 24
Runway Lth/Wid - 2000/ 70
Runway Surface - GRAVEL
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 179
Make/Model - 30
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 4
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

UPON ARRIVING OVER THE UNCHARTED, 2000-FOOT-LONG DIRT AIRSTRIP, THE PLT PLACED THE ACFT INTO LANDING CONFIGURATION & ATTEMPTED TO LAND. THE ACFT TOUCHED DOWN HARD, BOUNCED 3 TIMES, "FLOATED," OVERRAN THE RUNWAY'S END, WENT INTO A DITCH & NOSED OVER. THE PLT STATED THAT THE PREVIOUS YEAR HE HAD LANDED AT THE AIRSTRIP & HAD NOT EXPERIENCED DIFFICULTY.

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Brief of Accident (Continued)

File No. - 2587 8/02/85 ISLAND MOUNTAIN,CA A/C Reg. No. N64033 Time (Lcl) - 1115 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. AIRSPEED(VSO) - EXCESSIVE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are, finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 2533       8/04/85    SANTA PAULA,CA            A/C Reg. No. N85168          Time (Lcl) - 1330 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                        Fire                  Crew     0        0        1        0
    Flight Conducted Under   -14 CFR 91                        NONE                 Pass     0        0        0        0
    Accident Occurred During -MANEUVERING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information ---
    Make/Model     - AERONCA 7AC                  Eng Make/Model - CONTINENTAL A-65-8       ELT Installed/Activated - UNK/NR
    Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt   -    1220                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                      Rated Power    -      65 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                               Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                    OFF AIRPORT/STRIP
      Method          - N/A                        AGUA DULCE,CA
      Completeness    - N/A                      Destination                           Airport Data
    Basic Weather     - VMC                        SANTA PAULA,CA
      Wind Dir/Speed- 040/005 KTS                                                        Runway Ident     - N/A
      Visibility     -    20.0   SM             ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE             Runway Surface   - WATER
      Lowest Ceiling        - NONE                Type of Clearance   - NONE             Runway Status    - WATER-CALM
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      59            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                Current       - YES       Total       -    589       Last 24 Hrs -        1
        SE LAND                                Months Since  -  8        Make/Model-      400       Last 30 Days- UNK/NR
                                               Aircraft Type - 7AC       Instrument-        0       Last 90 Days-      39

       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
ON AUG 4, 1985 AN AERONCA 7AC COLLIDED WITH THE GROUND WHILE BUZZING OVER A SAND BAR NEAR SANTA PAULA, CA.
VMC EXISTED AT THE TIME. THE AC SUSTAINED SUBSTANTIAL DAMAGE AND THE PVT PLT RECEIVED MINOR INJURIES. HE
REPORTED NO MECHANICAL PROBLEMS WITH THE AC PRIOR TO THE ACCIDENT.
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Brief of Accident (Continued)

File No. - 2533 8/04/85 SANTA PAULA,CA A/C Reg. No. N85168 Time (Lcl) - 1330 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. TERRAIN CONDITION - HIGH VEGETATION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LIGHT CONDITION - DAYLIGHT
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. BUZZING - INTENTIONAL - PILOT IN COMMAND
8. CLEARANCE - NOT IDENTIFIED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,8

Factor(s) relating to this accident is/are finding(s) 2,3

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                          National Transportation Safety Board
                               Washington, D.C. 20594


                                  Brief of Accident

  File No. - 2537      8/06/85    VAN NUYS,CA              A/C Reg. No. N6175C           Time (Lcl) - 1515 PDT
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----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                  Crew     0        0        0       1
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass     0        0        0       0
    Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - NORTH AMERICAN F-51D          Eng Make/Model - ROLLS ROYCE V1650-7       ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-RETRACTABLE MAINS   Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -   12500                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                       Rated Power    -    1490 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                               Airport Proximity
    Wx Briefing      - FSS                        Last Departure Point                    ON AIRPORT
      Method         - TELEPHONE                    VAN NUYS,CA
      Completeness   - WEATHER NOT PERTINENT      Destination                           Airport Data
    Basic Weather    - VMC                          VAN NUYS,CA                           VAN NUYS
      Wind Dir/Speed- 120/008 KTS                                                         Runway Ident     - 16
      Visibility     -    15.0   SM             ATC/Airspace                              Runway Lth/Wid   -  8001/  150
      Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE              Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE               Type of Clearance   - VFR               Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     51            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review             Flight Time (Hours)
        PRIVATE                                Current       - YES        Total      -    290        Last 24 Hrs -      9
        SE LAND                                Months Since  -  1         Make/Model-      0         Last 30 Days-     72
                                               Aircraft Type - T6         Instrument-      8         Last 90 Days-     92


       Instrument Rating(s)  - NONE
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----Narrative----
THE PRIVATE PLT ATTEMPTED TO MAKE HIS FIRST, SOLO, TAKE OFF IN THE F-51D MODEL ACFT. THE ACFT BECAME AIRBORNE &
IMMEDIATELY ATTAINED A NOISE HIGH PITCH ATTITUDE. THE ANGLE OF ATTACK WAS THEN REDUCED & THE ACFT BOUNCED HARD
OFF THE RWY BLOWING OUT ITS RIGHT MAIN TIRE. THE PLT LOST CONTROL OF THE ACFT, & AS IT YAWED LEFT, DRAGGING ITS
WING TIP ON THE GROUND. IT VEERED OFF THE RWY & COLLIDED WITH THE ARPT'S VASI INSTALLATION.

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Brief of Accident (Continued)

File No. - 2537 8/06/85 VAN NUYS,CA A/C Reg. No. N6175C Time (Lcl) - 1515 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB
1. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
3. OBJECT - AIRPORT FACILITY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

   File No. - 2411      8/06/85    HESPERIA,CA              A/C Reg. No. N6166H           Time (Lcl) - 0640 PDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                  Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass     0        0        0        1
     Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28R-201T             Eng Make/Model - CONTINENTAL TSIO-360      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2900                       Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       [illegible]                       Rated Power    -      200 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                     ON AIRPORT
       Method         - N/A                          BAKERSFIELD,CA
       Completeness   - N/A                       Destination                           Airport Data
     Basic Weather    - VMC                          HESPERIA,CA                            HESPERIA AIR LODGE
       Wind Dir/Speed- CALM                                                                  Runway Ident     - 21
       Visibility     -    50.0   SM             ATC/Airspace                               Runway Lth/Wid   -  3910/   50
       Lowest Sky/Clouds  -      CLEAR             Type of Flight Plan - VFR                Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE               Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                     FULL STOP
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     25               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                  Current        - YES      Total      -   266         Last 24 Hrs -       6
        SE LAND                                  Months Since   -  2       Make/Model-     35         Last 30 Days- UNK/NR
                                                 Aircraft Type - C-172     Instrument-      5         Last 90 Days-      15
                                                                                                       Rotorcraft   -       1

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
UPON COMPLETING A X-C FLT, THE PLT PLACED THE LANDING GEAR SELECTOR IN THE DOWN POSITION, & THEREAFTER OBSERVED "THREE
IN THE GREEN." THE PLT REPORTED THAT THE ACFT TOUCHED DOWN NORMALLY, & AS WEIGHT PLACED ONTO THE GEAR THE RIGHT MAIN
GEAR RETRACTED. THE ACFT VEERED OFF TH RWY & SLID TO A STOP.  THE LANDING GEAR & GEAR RETARACT SYSTEM WERE SUBSEQUENTLY
EXAMINED. THEY WERE FOUND TO OPERATE NORMALLY, & APPEARED TO BE UNDAMAGED. THE REASON FOR THE RIGHT GEAR'S RETRACTION
WAS NOT DETERMINED.

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Brief of Accident (Continued)

File No. - 2411   8/06/85   HESPERIA,CA   A/C Reg. No. N6166H   Time (Lcl) - 0640 PDT

Occurrence   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   LANDING - ROLL

Finding(s)
1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                           National Transportation Safety Board
                                Washington, D.C. 20594



                                   Brief of Accident

    File No. - 2536      8/09/85    SANTA PAULA,CA          A/C Reg. No. N3359V          Time (Lcl) - 1600 PDT
-------------------------------------------------------------------------------------------------------------
---Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                            SUBSTANTIAL               Fatal   Serious   Minor     None
   Type of Operation          -INSTRUCTIONAL                Fire              Crew      0        0        1         1
   Flight Conducted Under     -14 CFR 91                     NONE              Pass      0        0        0         0
   Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - CESSNA 150M            Eng Make/Model - CONTINENTAL O-200A      ELT Installed/Activated - YES/YES
   Landing Gear   - TRICYCLE-FIXED         Number Engines -  1                        Stall Warning System - YES
   Max Gross Wt   -    1600                Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats   -      2                 Rated Power     -     100 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                          Itinerary                                 Airport Proximity
   Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                  OFF AIRPORT/STRIP
     Method          - N/A                       SANTA PAULA,CA
     Completeness    - N/A                  Destination                          Airport Data
   Basic Weather     - VMC                       SANTA PAULA,CA                      SANTA PAULA
     Wind Dir/Speed- 230/010 KTS                 *                                   Runway Ident     - N/A
     Visibility      -    15.0   SM          ATC/Airspace                            Runway Ltn/Wid   - N/A
     Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE            Runway Surface   - DIRT
     Lowest Ceiling         - NONE             Type of Clearance   - NONE            Runway Status    - DRY
     Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING                     HIGH VEGETATION
     Precipitation          - NONE
     Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -      73            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
        ATP,CFI                               Current        - YES       Total      -  25964       Last 24 Hrs -      6
        SE LAND,ME LAND                       Months Since   - 21        Make/Model-    1100       Last 30 Days- UNK/NR
                                              Aircraft Type  - 150       Instrument-    1250       Last 90 Days-     87
                                                                         Multi-Eng  -  22560

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------
----Narrative----
THE CFI, WHO WAS A RETIRED AIRLINE CAPTAIN, AND HIS STUDENT PILOT, EMBARKED ON A ROUND-ROBIN FLIGHT WHICH INCLUDED
LANDINGS AT FOUR ARPTS. THE FUEL TANKS WERE NOT COMPLETELY FILLED PRIOR TO TH INITIAL DEPARTURE AND NO ADDITIONAL
FUEL WAS OBTAINED DURING THE 2.4 HOUR LONG FLIGHT. FUEL EXHAUSTION OCCURRED AT TRAFFIC PATTERN ALT, ONE MILE FROM
THE DESTINATION ARPT. THE CFI WAS UNABLE TO REACH THE RWY AND LANDED IN A SANDY RIVER BED 200 YARDS FROM THE ARPT.

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Brief of Accident (Continued)

File No. - 2536 8/09/85 SANTA PAULA,CA A/C Reg. No. N3359V Time (Lcl) - 1600 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - DUAL STUDENT
2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - FLIGHT INSTRUCTOR(ON GROUND)
3. REFUELING - NOT PERFORMED - FLIGHT INSTRUCTOR(ON GROUND)
4. JUDGEMENT - POOR - FLIGHT INSTRUCTOR(ON GROUND)
5. FLUID,FUEL - EXHAUSTION
6. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND(CFI)
7. IMPROPER USE OF PROCEDURE,EXPECTANCY - PILOT IN COMMAND(CFI)
8. ENGINE INSTRUMENT - INACCURATE - MANUFACTURER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
9. TERRAIN CONDITION - NONE SUITABLE
10. TERRAIN CONDITION - ROUGH/UNEVEN
11. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6

Factor(s) relating to this accident is/are finding(s) 2,3,5,7,8

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                       Brief of Accident

   File No. - 2538       8/12/85    BIG BEAR CITY,CA          A/C Reg. No. N2899B          Time (Lcl) - 0700 PDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                 Injuries
                                                            SUBSTANTIAL              Fatal   Serious   Minor    None
   Type of Operation          -AERIAL OBSERVATION           Fire             Crew      0        0        1       0
   Flight Conducted Under     -14 CFR 91                     NONE            Pass      0        0        2       0
   Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model      - BELL 47G-2                Eng Make/Model - LYCOMING VO-43          ELT Installed/Activated - NO -N/A
   Landing Gear    - TAILWHEEL-ALL FIXED       Number Engines -  1                         Stall Warning System - NO
   Max Gross Wt    -    2450                   Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats    -       3                   Rated Power     -     260 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
 Weather Data                               Itinerary                                Airport Proximity
   Wx Briefing       - NO RECORD OF BRIEFING  Last Departure Point                     OFF AIRPORT/STRIP
     Method          - N/A                      APPLE VALLEY,CA
     Completeness    - N/A                   Destination                             Airport Data
   Basic Weather     - VMC                      LOCAL
     Wind Dir/Speed- CALM                                                              Runway Ident      - N/A
     Visibility      -    25.0   SM         ATC/Airspace                               Runway Lth/Wid    - N/A
     Lowest Sky/Clouds  -      CLEAR          Type of Flight Plan - NONE               Runway Surface    - DIRT
     Lowest Ceiling         - NONE            Type of Clearance   - VFR                Runway Status     - DRY
     Obstructions to Vis cn- NONE             Type Apcn/Lndg      - FULL STOP                                ROUGH
     Precipitation          - NONE
     Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                       Age -     36              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
      COMMERCIAL,CFI                        Current        - YES      Total     -    1709        Last 24 Hrs -       6
      SE LAND                               Months Since   -  2       Make/Model-     550        Last 30 Days-      25
      HELICOPTER                            Aircraft Type  - 47G2     Instrument-       0        Last 90 Days-      50
                                                                                                 Rotorcraft  -    1572

      Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
ON AUGUST 12, 1985, A BELL 47G2 HELICOPTER COLLIDED WITH A YUCCA TREE AND ROLLED OVER DURING A LANDING NEAR BIG BEAR
CITY, CA. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE AND THE PLT AND HIS TWO PASSENGERS WERE NOT INJURED. THE PURPOSE OF
THE FLIGHT WAS A AERIAL OBSERVATION AT AN ELEVATION OF 7500 FEET, BUT THIS WAS NOT ACCOMPLISHED BECAUSE OF THE DENSITY
ALTITUDE. THE PLT DESCENDED TO 4500 FEET TO DROP OFF ONE PASSENGER IN ORDER TO LIGHTEN THE LOAD. DURING HIS APPROACH
TO LAND THE MAIN ROTOR BLADES STRUCK THE TREE AND THE AIRCRAFT ROLLED OVER. THE PLT REPORTED NO MECHANICAL PROBLEMS
PRIOR TO THE ACCIDENT
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Brief of Accident (Continued)

File No. - 2538   8/12/85   BIG BEAR CITY,CA   A/C Reg. No. N28998   Time (Lcl) - 0700 PDT

Occurrence #1   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. TERRAIN CONDITION -
2. VISUAL LOOKOUT - MISJUDGED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH TERRAIN
4. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. LIGHT CONDITION - DAYLIGHT

Occurrence #2   ROLL OVER
Phase of Operation   LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 2410       8/14/85    SAINT HELENA,CA             A/C Reg. No. N5259K            Time (Lcl) - 1630 PDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                  SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                         Fire                 Crew      0        0        0        1
    Flight Conducted Under    -14 CFR 91                          NONE               Pass      0        0        0        2
    Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172P                   Eng Make/Model - LYCOMING O-320-D2J       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED                Number Engines - 1                            Stall Warning System - YES
    Max Gross Wt   -    2400                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                       Rated Power    -     160 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                    Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                         OFF AIRPORT/STRIP
      Method          - N/A                        NAPA,CA
      Completeness    - N/A                      Destination                                Airport Data
    Basic Weather     - VMC                        LOCAL
      Wind Dir/Speed- 200/009 KTS                                                             Runway Ident      - N/A
      Visibility      -    30.0   SM             ATC/Airspace                                 Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -     20000 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface    - DIRT
      Lowest Ceiling          - NONE               Type of Clearance   - NONE                 Runway Status     - ROUGH
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      20               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                     Flight Time (Hours)
        PRIVATE                                 Current         - YES       Total      -      74        Last 24 Hrs -       1
        SE LAND                                 Months Since    - 13        Make/Model-       74        Last 30 Days-       1
                                                Aircraft Type   - C-172     Instrument-        4        Last 90 Days-       2


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A LOCAL PERSONAL FLT, THE PLT SAID THE "ENGINE BEGAN TO RUN ROUGH A SHAKE VIOLENTLY." WITH NOT ENOUGH POWER TO
MAINTAIN ALTITUDE, THE PLT ELECTED TO MAKE AN EMERGENCY LANDING IN A FIELD, HOWEVER, OVERRAN THE FIELD AFTER TOUCHDOWN
AND COLLIDED WITH GROUND OBSTRUCTIONS IN A VINEYARD. EXAMINATION OF THE ENGINE REVEALED STUCK INTAKE AND EXHAUST VALVES
IN THE NUMBER ONE CYLINDER. IN ADDITION, THE EXHAUST VALVE PUSHROD WAS FOUND SEPARATED IN THE MIDDLE WITH SEVERE
BATTERING PEENING NOTED TO THE BROKEN ENDS OF THE PUSHROD.

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                                        Brief of Accident (Continued)

      File No. - 2410       8/14/85    SAINT HELENA,CA            A/C Reg. No. N5259K             Time (Lcl) - 1630 PDT
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Occurrence #1          LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation     CRUISE - NORMAL

Finding(s)
   1. ENGINE ASSEMBLY,VALVE - JAMMED
   2. ENGINE ASSEMBLY,PUSH ROD - SEPARATION
-------------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT

Finding(s)
   3. TERRAIN CONDITION - NONE SUITABLE
   4.   GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------------

Occurrence #3          ON GROUND COLLISION WITH OBJECT
Phase of Operation     LANDING - ROLL

Finding(s)
   5. TERRAIN CONDITION - NONE SUITABLE
   6.  - TREE(S)
   7.   REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,4,6,7

Factor(s) relating to this accident is/are finding(s) 3,5
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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      File No. - 2388      8/18/85    BYRON,CA                     A/C Reg. No. N97MS                 Time (Lcl) - 1130 PDT
------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                            Injuries
                                                                DESTROYED                    Fatal   Serious   Minor    None
      Type of Operation          -TEST                          Fire               Crew        0        0        0        1
      Flight Conducted Under     -14 CFR 91                     NONE               Pass        0        0        0        0
      Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - MIKE STONE MONI                 Eng Make/Model - N/A                 ELT Installed/Activated - UNK/NR
      Landing Gear   - N/A                             Number Engines - N/A                    Stall Warning System - UNK/NR
      Max Gross Wt   - UNK/NR                          Engine Type    - UNK/NR
      No. of Seats   - UNK/NR                          Rated Power    - N/A
------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                    Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                            LIVERMORE,CA
        Completeness   - N/A                         Destination                               Airport Data
      Basic Weather    - VMC                            LOCAL                                    CONCORD
        Wind Dir/Speed- 330/008 KTS                                                             Runway Ident     - N/A
        Visibility     -    20.0   SM                ATC/Airspace                                Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     CLEAR                 Type of Flight Plan - NONE                Runway Surface   - N/A
        Lowest Ceiling         - NONE                  Type of Clearance   - VFR                 Runway Status    - N/A
        Obstructions to Vision- NONE                   Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                           Age - UNK/NR              Medical Certificate - UNK/NR
       Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL                               Current       - UNK/NR     Total        - UNK/NR        Last 24 Hrs - UNK/NR
          SE LAND                                  Months Since  - UNK/NR     Make/Model- UNK/NR           Last 30 Days- UNK/NR
          HELICOPTER                               Aircraft Type - UNK/NR     Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                              Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

          Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE ON THE INITIAL TEST FLT, THE AMATUER-BUILT R. W. STONE MONI ACFT CRASHED NEAR BYRON, CA. THE PLT REPORTED THAT
DURING THE FLIGHT THE ACFT BEGAN TO "FLUTTER", FOLLOWED BY SEPARATION OF THE CANOPY. SHORTLY THEREAFTER THE ACFT
ENTERED INTO AN UNCONTROLLABLE SPIN. THE PLT EXITED THE ACFTAND PARACHUTED SAFELY. THE ACFT WAS NOT RECOVERED.

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File No. - 2588 8/18/85 BYRON,CA A/C Reg. No. N97MS Time (Lcl) - 1130 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation OTHER

Finding(s)
1. FLIGHT CONTROL SURFACES/ATTACHMENTS - FLUTTER
2. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation OTHER

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are Finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 2439       8/19/85    BAKERSFIELD,CA             A/C Reg. No. N9653J            Time (Lcl) - 1230 PDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor     None
      Type of Operation          -PERSONAL                      Fire                  Crew      0        0        0        1
      Flight Conducted Under     -14 CFR 91                      NONE                  Pass      0        0        0        0
      Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - PIPER PA-28-180             Eng Make/Model - LYCOMING O-360-A4A        ELT Installed/Activated - YES/YES
      Landing Gear  - TRICYCLE-FIXED              Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt  -    2400                     Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats  -      4                      Rated Power    -    180 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                      Itinerary                                Airport Proximity
      Wx Briefing     - NO RECORD OF BRIEFING           Last Departure Point                     ON AIRSTRIP
        Method        - N/A                               DELANO,CA
        Completeness  - N/A                             Destination                          Airport Data
      Basic Weather   - VMC                               SAME AS ACC/INC                        BAKERSFIELD AIRPARK
        Wind Dir/Speed- 010/008 KTS                                                              Runway Ident     - 31
        Visibility    -    15.0   SM                  ATC/Airspace                               Runway Lth/Wid   -  3150/   50
        Lowest Sky/Clouds  -     10000 FT SCATTERED     Type of Flight Plan - NONE               Runway Surface   - ASPHALT
        Lowest Ceiling         - NONE                   Type of Clearance   - NONE               Runway Status    - DRY
        Obstructions to Vision- NONE                    Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                              Age -     48              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                    Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                                      Current       - YES        Total      -     663          Last 24 Hrs -       1
          SE LAND                                      Months Since  -  6         Make/Model-     500          Last 30 Days-      30
                                                       Aircraft Type - PA-28      Instrument- UNK/NR           Last 90 Days-      70
                                                                                  Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT STATED THAT, AS HE WAS ON THE LANDING ROLL, TWO DOGS CHASED A HORSE ACROSS THE RUNWAY, AND THAT HE WAS
UNABLE TO AVOID STRIKING THE HORSE WITH THE AIRCRAFT'S LEFT WING.

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Brief of Accident (Continued)

File No. - 2439 8/19/85 BAKERSFIELD,CA A/C Reg. No. N9653J Time (Lcl) - 1230 PDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
1. OBJECT - ANIMAL(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                                       Brief of Accident

     File No. - 2481       8/20/85    SAN JOSE,CA                 A/C Reg. No. N6900S            Time (Lcl) - 2018 PDT
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                              Injuries
                                                               SUBSTANTIAL                     Fatal    Serious    Minor      None
    Type of Operation          -PERSONAL                      Fire                   Crew       0         0          1          0
    Flight Conducted Under     -14 CFR 91                      NONE                  Pass       0         0          0          0
    Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150                  Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - YES-UNK/NR
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    1600                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                     Rated Power    -      100 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                               Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING       Last Departure Point                    OFF AIRPORT/STRIP
      Method        - N/A                           RED BLUFF,CA
      Completeness  - N/A                         Destination                           Airport Data
    Basic Weather   - VMC                           SAME AS ACC/INC                         REID HILLVIEW
      Wind Dir/Speed- 260/007 KTS                                                           Runway Ident     - 21R
      Visibility    -    25.0   SM                ATC/Airspace                              Runway Lth/Wid   -  3101/    75
      Lowest Sky/Clouds  -      CLEAR              Type of Flight Plan - NONE               Runway Surface   - DIRT
      Lowest Ceiling        - NONE                 Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                       FORCED LANDING
      Condition of Light    - DUSK
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      28           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
        PRIVATE                                 Current       - YES      Total       -     146       Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since  - 23       Make/Model-     135       Last 30 Days-       4
                                                Aircraft Type - UNK/NR   Instrument- UNK/NR        Last 90 Days-       7
                                                                         Multi-Eng - UNK/NR        Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT STATED HE WAS ON THE DOWNWIND LEG OF THE TRAFFIC PATTERN WHEN THE ENGINE QUIT. HE WAS UNABLE TO GLIDE TO THE
RUNWAY AND LANDED IN A CONSTRUCTION AREA WHERE THE AIRCRAFT COLLIDED WITH A DIRT PILE AND FLIPPED OVER. HE FURTHER
STATED THAT HE HAD FLOWN A TOTAL OF 3:40 WHEN THE ENGINE QUIT. RECOVERY PERSONNEL FOUND NO FUEL IN THE LEFT FUEL TANK
AND APPROXIMATELY 2 1.2 GALLONS FROM THE RIGHT FUEL TANK.

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                                Brief of Accident (Continued)

     File No. - 2481      8/20/85    SAN JOSE,CA              A/C Reg. No. N6900S              Time (Lcl) - 2018 PDT
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Occurrence #1          LOSS OF POWER
Phase of Operation     APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
  1. FLUID,FUEL - EXHAUSTION
  2.   PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  4. FUEL SUPPLY - DISREGARDED - PILOT IN COMMAND
-----------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
-----------------------------------------------------------------------------------------------------------------------

Occurrence #3          ON GROUND COLLISION WITH TERRAIN
Phase of Operation     LANDING - FLARE/TOUCHDOWN
-----------------------------------------------------------------------------------------------------------------------

Occurrence #4          NOSE OVER
Phase of Operation     LANDING - ROLL

Finding(s)
  5. TERRAIN CONDITION - DIRT BANK
-----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1
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Brief of Accident

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    File No. - 2581      8/20/85    MONTEREY,CA               A/C Reg. No. N43078          Time (Lcl) - 1600 PDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                     Fire               Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                     NONE              Pass      0        0        0        1
    Accident Occurred During   -TAXI
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152               Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1670                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                  Rated Power    -     110 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                     ON AIRPORT
      Method         - N/A                       MONTEREY,CA .
      Completeness   - N/A                    Destination                            Airport Data
    Basic Weather    - IMC                       LOCAL                                  MONTEREY-PENINSULA
      Wind Dir/Speed- CALM                                                              Runway Ident     - UNK/NR
      Visibility     -    5.0   SM           ATC/Airspace                               Runway Lth/Wid   - UNK/NR
      Lowest Sky/Clouds  -                     Type of Flight Plan - NONE               Runway Surface   - UNK/NR
      Lowest Ceiling        -    700 FT OVERCAST  Type of Clearance   - NONE            Runway Status    - DRY
      Obstructions to Vision- FOG              Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     42            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
       PRIVATE                              Current        - YES       Total      -      72         Last 24 Hrs - UNK/NR
       SE LAND                              Months Since   -  6        Make/Model-       72         Last 30 Days-      10
                                            Aircraft Type  - 152       Instrument-        1         Last 90 Days-      21


       Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
FOLLOWING AN UNEVENTFUL FLT,THE PILOT TAXIED TOWARDS HIS PARKING AREA. HE SAID AS HE LOOKED TO HIS RIGHT FOR A PARKING
SPACE THE ACFTS LEFT WING IMPACTED A HANGER AND THE ACFT TURNED LEFT NOSING INTO THE HANGER DOOR.

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Brief of Accident (Continued)

File No. - 2581 6/20/85 MONTEREY,CA A/C Reg. No. N4807B Time (Lcl) - 1600 PDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. OBJECT - AIRPORT FACILITY
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are Finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 2508       8/22/85    SYLMAR,CA                A/C Reg. No. N9726X          Time (Lcl) - 1620 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                                SUBSTANTIAL              Fatal   Serious   Minor   None
     Type of Operation         -FERRY                          Fire                Crew    0        0        0       1
     Flight Conducted Under    -14 CFR 91                       NONE               Pass    0        0        0       0
     Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 210                    Eng Make/Model - CONTINENTAL IO-470      ELT Installed/Activated - NO -N/A
     Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  1                        Stall Warning System - YES
     Max Gross Wt   -    3000                       Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   - UNK/NR                        Rated Power     -     260 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                     OFF AIRPORT/STRIP
       Method          - N/A                          LANSCASTER,CA
       Completeness    - N/A                        Destination                            Airport Data
     Basic Weather     - VMC                          EL MONTE,CA
       Wind Dir/Speed- 250/008 KTS                                                           Runway Ident     - N/A
       Visibility    -    25.0   SM                 ATC/Airspace                             Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    CLEAR                  Type of Flight Plan - NONE             Runway Surface   - N/A
       Lowest Ceiling         - NONE                  Type of Clearance   - VFR              Runway Status    - DRY
       Obstructions to Vision- NONE                   Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      63             Medical Certificate - EXPIRED
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL                            Current         - UNK/NR     Total          - UNK/NR      Last 24 Hrs - UNK/NR
         SE LAND,ME LAND,SE SEA                Months Since    - UNK/NR     Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR       Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT REPORTED THAT THE AIRCRAFTS ENGINE EXPERIENCED MECHANICAL TROUBLE AND A FORCED LANDING ON A FREEWAY WAS
ATTEMPTED. THE AIRCRAFT'S LEFT WING STRUCK A METAL CENTER DIVIDER DURING THE LANDING ROLLOUT. THE RESULTS OF AN ENGINE
OIL ANALYSIS REVEALED HIGH CONCENTRATIONS OF SILICON, IRON, CHROMIUM, ALUMINUM AND COPPER, AND A MODERATE CONCENTRATION
OF TIN.

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Brief of Accident (Continued)

File No. - 2508 8/22/85 SYLMAR,CA A/C Reg. No. N9726X Time (Lcl) - 1620 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
2. OBJECT - UTILITY POLE(MARKED)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2409       8/23/85    NEWPORT BEACH,CA          A/C Reg. No. N5422Q           Time (Lcl) - 1330 PST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                        Injuries
                                                                DESTROYED                  Fatal   Serious    Minor     None
      Type of Operation         -PERSONAL                      Fire                Crew      0        0         0         1
      Flight Conducted Under    -14 CFR 91                      NONE               Pass      0        0         0         1
      Accident Occurred During  -DESCENT
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 150                 Eng Make/Model - CONTINENTAL O-200        ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                         Stall Warning System - YES
      Max Gross Wt   -    1600                    Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                    Rated Power     -     100 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                         HUNTINGTON BEA,CA
        Completeness   - N/A                      Destination                              Airport Data
      Basic Weather    - VMC                         LOCAL                                    MEADOWLARK
        Wind Dir/Speed- 210/005 KTS                                                          Runway Ident     - N/A
        Visibility     -      7.0   SM           ATC/Airspace                                Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                 Runway Surface   - N/A
        Lowest Ceiling         - NONE              Type of Clearance   - NONE                 Runway Status    - N/A
        Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      58             Medical Certificate - EXPIRED
       Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL                              Current        - UNK/NR    Total       -   2411        Last 24 Hrs -       1
          SE LAND,ME LAND                         Months Since   -  6        Make/Model-    638        Last 30 Days-       5
          GLIDER                                  Aircraft Type  - C-180A    Instrument-    161        Last 90 Days-      18
                                                                             Multi-Eng -     40        Rotorcraft   - UNK/NR

          Instrument Rating(s)   - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS CIRCLING TO PHOTOGRAPH A SAILBOAT RACE. THE PLT RPTD THAT WHEN HE ATTEMPTED TO ROLLOUT OF THE TURN
THE ACFT FLT CONTROLS DID NOT RESPOND. IN ORDER TO PREVENT A STALL THE PLT APPLIED FULL POWER AND PUSHED THE
NOSE DOWNWARDS. THE ACFT COLLIDED WITH THE OCEAN AND SANK. BOTH OCCUPANTS EXITED THE ACFT AND DID NOT SUSTAIN
ANY INJURIES.

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Brief of Accident (Continued)

File No. - 2409 8/23/85 NEWPORT BEACH,CA A/C Reg. No. N54220 Time (Lcl) - 1330 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND
2. ALTITUDE - IMPROPER - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
4. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safaty Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 2451       8/25/85    SAN MARTIN,CA              A/C Reg. No. N25660            Time (Lcl) - 1415 PDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                       Injuries
                                                            SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL              Fire                 Crew      0        0        1        0
    Flight Conducted Under     -14 CFR 91                   NONE                Pass      0        0        0        0
    Accident Occurred During   -APPROACH
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA38-112            Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1670                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -     1                     Rated Power    -     112 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                               Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING      Last Departure Point                    ON AIRPORT
      Method        - N/A                          SAME AS ACC/INC
      Completeness  - N/A                       Destination                            Airport Data
    Basic Weather   - VMC                          LOCAL                                 SOUTH COUNTY
      Wind Dir/Speed- 340/008 KTS                                                        Runway Ident     - 32
      Visibility    -    15.0   SM              ATC/Airspace                             Runway Lth/Wid   -  3100/   75
      Lowest Sky/Clouds  -   25000 FT SCATTERED   Type of Flight Plan - NONE             Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE                Type of Clearance   - NONE             Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE                                      GO AROUND
      Condition of Light     - DAYLIGHT                                  FULL STOP
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     42              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
       STUDENT                                 Current        - N/A        Total        -     24       Last 24 Hrs -      1
                                               Months Since   - N/A        Make/Model-        24       Last 30 Days- UNK/NR
                                               Aircraft Type  - N/A        Instrument-         0       Last 90 Days-     14

       Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT STALLED & COLLIDED WITH THE GROUND DURING AN ATTEMPTED GO-AROUND. THE PLT WAS A STUDENT ON HER 1ST SOLO
FTL. DURING THE MANEUVER THE FLAPS REMAINED FULLY EXTENDED AND THE PLT TRIED TO TURN RT AT SLOW AIRSPEED.

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Brief of Accident (Continued)

File No. - 2451   8/25/85   SAN MARTIN,CA   A/C Reg. No. N25660   Time (Lcl) - 1415 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,TOTAL - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

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                                        National Transportation Safety Board
                                              Washington, D.C. 20594



                                                   Brief of Accident

      File No. - 2447       8/26/85    GRASS VALLEY,CA            A/C Reg. No. N67488          Time (Lcl) - 1015 PDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL                   Fire              Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                        NONE              Pass      0        0        0        0
    Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 152                  Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/YES
    Landing Gear    - TRICYCLE-FIXED              Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt    -    1670                     Engine Type .  - RECIPROCATING-CARBURETOR
    No. of Seats    -       2                     Rated Power    -     110 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                   Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                        ON AIRPORT
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                               Airport Data
    Basic Weather    - VMC                          LOCAL                                     NEVADA CO
      Wind Dir/Speed- 180/010 KTS                                                             Runway Ident     - 07
      Visibility     -    10.0   SM              ATC/Airspace                                 Runway Lth/Wid   -  3920/    50
      Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE                 Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                       GO AROUND
      Condition of Light    - DAYLIGHT                                   FULL STOP
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -     21           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
        STUDENT                                   Current       - N/A        Total      -     51       Last 24 Hrs -       1
                                                  Months Since  - N/A        Make/Model-      51       Last 30 Days-      16
                                                  Aircraft Type - N/A        Instrument-       4       Last 90 Days-      19


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
AT THE CONCLUSION OF A LOCAL SOLO INSTRUCTIONAL FLT, THE PLT LOST CONTROL DURING A GO AROUND ATTEMPT AND CRASHED
OFF THE LEFT SIDE OF THE RUNWAY. WHILE APPROACHING THE AIRPORT, THE PLT SAID THE UNICOM ADVISED THE WINDS AS
LIGHT AND VARIABLE. ON SHORT FINAL FOR RWY 7, PLT SAID A "25 KT CROSS WIND" GUST BEGAN DRIFTING THE AIRCRAFT OFF
THE RUNWAY AND HE INITIATED A GO AROUND. AFTER ADDING FULL POWER, PLT SAID HE "LIFTED THE NOSE TOO HIGH, DID NOT
HAVE ENOUGH RIGHT RUDDER AND THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY AND CRASHED.

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Brief of Accident (Continued)

File No. - 2447 8/26/85 GRASS VALLEY,CA A/C Reg. No. N67488 Time (Lcl) - 1015 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. GO-AROUND - INITIATED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. TERRAIN CONDITION - GROUND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,8

Factor(s) relating to this accident is/are finding(s) 1,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2445 8/31/85 AVALON,CA A/C Reg. No. N8409M Time (Lcl) - 1416 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -AERIAL OBSERVATION
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA A150K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2
Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP
ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAN DIEGO,CA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER - CHOPPY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3464
Make/Model- UNK/NR
Instrument- 0
Multi-Eng - 4
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 200

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT SAID THE OPERATION WAS ABOUT 4 AND 1/2 HOURS INTO A COMMERCIAL FISH SPOTTING FLT WHEN THE ENGINE "BEGAN TO RUN ROUGH, THEN QUIT ALTOGETHER." ATTEMPTS TO RESTART THE ENGINE WERE UNSUCCESSFUL AND THE PLT COMPLETED A POWER-OFF DITCHING AT SEA. THE PLT SAID HE WAS USING A LOW POWER SETTING DURING THE ENTIRE FLT AND HAD EXPERIENCED "SEVERAL CARBURATOR ICE" EPISODES PRIOR TO THE PROBLEM. THE PLT STATED THAT AT THE TIME OF THE ENGINE FAILURE, "THE ENGINE GAGES WERE GREEN AND I HAD ABOUT ONE-HALF TANK OF GAS."

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Brief of Accident (Continued)

File No. - 2445 8/31/85 AVALON,CA A/C Reg. No. N8409M Time (Lcl) - 1416 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FUEL SYSTEM,CARBURETOR - ICE
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

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                        National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

    File No. - 2487       9/01/85    CARPINTERIA,CA .          A/C Reg. No. N9782K            Time (Lcl) - 1021 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                   Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                      Fire                    Crew     0         0         0         1
     Flight Conducted Under     -14 CFR 91                      NONE                   Pass     0         0         0         3
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - STINSON 108-2                  Eng Make/Model - FRANKLIN 6A4165-B3       ELT Installed/Activated - YES/YES
     Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    2200                        Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                        Rated Power    -     165 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                   Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                        OFF AIRPORT/STRIP
        Method         - N/A                           REDLANDS,CA
        Completeness   - N/A                        Destination                               Airport Data
      Basic Weather    - VMC                           SANTA BARBARA,CA
        Wind Dir/Speed- CALM                                                                     Runway Ident     - N/A
        Visibility     -    20.0    SM             ATC/Airspace                                  Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE                  Runway Surface   - GRASS/TURF
        Lowest Ceiling         - NONE                Type of Clearance   - NONE                  Runway Status    - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -      34            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL                           Current        - YES       Total      -    390         Last 24 Hrs -       1
         SE LAND                              Months Since   - 12        Make/Model-     23          Last 30 Days-       2
                                              Aircraft Type  - 172       Instrument-     51          Last 90 Days-       2


         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A X-C PLEASURE FLT ALL ENG PWR WAS SUDDENLY LOST WHEN THE PLT HEARD A "LOUD BANG." THE PLT MADE AN
EMERGENCY LDG ON A POLO FIELD. DURING LDG FLARE THE PLT STALLED THE ACFT. THE RESULTING HARD TOUCHDOWN
SUBSTANTIALLY DAMAGED THE ACFT. EXAM OF THE ACFT'S FRANKLIN ENG REVEALED A HOLE IN THE ENGINE'S ACCESSORY CASE.
THE ENGINE'S CRANKSHAFT GEAR WAS MISSING. THE FAILURE OF THIS GEAR CONTRIBUTED TO CAUSING OTHER INTERNAL DAMAGE.
IT IS UNKNOWN WHETHER THE CRANKSHAFT GEAR WAS THE PRIMARY COMPONENT TO FAIL. THE ENG HAD ACCUMULATED 2620 TOTAL
HRS & 520 SMOH.
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Brief of Accident (Continued)

File No. - 2487   9/01/85   CARPINTERIA,CA   A/C Reg. No. N9782K   Time (Lcl) - 1021 PDT

Occurrence #1   LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation   CRUISE

Finding(s)
1. ACCESSORY DRIVE ASSY - FAILURE,TOTAL
2. UNDETERMINED

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT

Occurrence #3   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
3. FLARE - MISJUDGED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2436 9/01/85 CALIFORNIA CITY,CA A/C Reg. No. N711DP Time (Lcl) - 1715 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - GLASFLUGEL ST LIEBELLE 201B
Landing Gear - N/A
Max Gross Wt - 660
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - UNK/NR
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/020 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
CALIFORNIA CITY,CA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
CALIFORNIA CITY
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
GLIDER

Age - 53
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-150

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 1426
Make/Model- 125
Instrument- 36
Multi-Eng - 74
Last 24 Hrs - 3
Last 30 Days- 16
Last 90 Days- 29
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE GLIDER LANDED OFF THE ARPT ON A ROAD AND GROUNDLOOPED AFTER COLLIDING WITH SHRUBBERY. THE PLT COMPLAINED OF ENCOUNTERING A DOWNDRAFT DURING THE FLT.

Brief of Accident (Continued)

File No. - 2436 9/01/85 CALIFORNIA CITY,CA A/C Reg. No. N711DP Time (Lcl) - 1715 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)
1. WEATHER CONDITION - DOWNDRAFT
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - HIGH VEGETATION
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 2505       9/02/85    PILOT HILL,CA                A/C Reg. No. N2484Z              Time (Lcl) - 0800 PDT
-----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage                         Injuries
                                                                   NONE                        Fatal    Serious    Minor     None
     Type of Operation           -PERSONAL                        Fire                   Crew     0         0          0        1
     Flight Conducted Under      -14 CFR 91                        NONE                  Pass     0         1          0        2
     Accident Occurred During    -LANDING
-----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PICARD AX6                  Eng Make/Model - N/A                     ELT Installed/Activated - NO -N/A
     Landing Gear   - UNK/NR                      Number Engines - N/A                        Stall Warning System - NO
     Max Gross Wt   -    1210                     Engine Type    - UNK/NR
     No. of Seats   - UNK/NR                      Rated Power    - N/A
-----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                Airport Proximity
     Wx Briefing      - NWS                       Last Departure Point                     OFF AIRPORT/STRIP
       Method         - TELEPHONE                   SAME AS ACC/INC
       Completeness   - FULL                     Destination                             Airport Data
     Basic Weather    - VMC                         LOCAL
       Wind Dir/Speed- 360/005 KTS                                                         Runway Ident     - N/A
       Visibility     -    8.0   SM             ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds -      3500 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - DIRT
       Lowest Ceiling          - NONE             Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - FULL STOP
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      33              Medical Certificate - NO MEDICAL
      Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL                              Current         - YES       Total        -    234         Last 24 Hrs -       1
                                                Months Since  -  1          Make/Model-    234            Last 30 Days-      11
        FREE BALLOON                            Aircraft Type - AX-6        Instrument-      0            Last 90 Days-      30


        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING INFLATION OF THE BALLOON PRIOR TO FLT, THE PLT SAID HE NOTICED A 5 KT GUST OF WIND.  PLT THEN SENT A SMALL
BALLOON ALOFT TO TEST THE WIND AND SAID IT "SHOWED A SLOWING OF THE WIND" AT 60 TO 80 FT AGL & ACCEPTABLE FLT
CONDITIONS.  AFTER LAUNCH THE WIND SHIFTED & BEGAN MOVING THE BALLOON TOWARD A HEAVILY FORESTED AREA DEVOID OF SAFE
LANDING SITES.  THE PLT ELECTED TO LAND IN A CLEARING WHEN  IT BECAME EVIDENT THAT THE FLT PATH WOULD NOT CHANGE.  THE
PLT SAID HE ACTIVATED THE TEAR-OUT PANEL ABOUT 10 FT AGL &  THE BALLOON BOUNCED, PARTIALLY EJECTING A PASSENGER.  THE
EJECTED PASSENGER WAS RESTRAINED BY ANOTHER PASSENGER &     SUBSEQUENTLY DRAGGED ALONG THE GROUND WITH THE BALLOON
BASKET.  THE EJECTED PASSENGER SUSTAINED A FRACTURED RIB.
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Brief of Accident (Continued)

File No. - 2505 9/02/85 PILOT HILL,CA A/C Reg. No. N2484Z Time (Lcl) - 0800 PDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - NONE SUITABLE
2. WEATHER CONDITION - UNFAVORABLE WIND
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. FLARE - MISJUDGED - PILOT IN COMMAND

----Probable Causa----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2600 9/10/85 COALINGA,CA A/C Reg. No. N4853X Time (Lcl) - 1920 PDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - ROCKWELL INTERNATIONAL S-2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
No. of Seats - 1

Eng Make/Model - P & W R1340AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/004 KTS
Visibility - UNK/NR
Lowest Sky/Clouds -
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
COALINGA,CA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg . - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
DUSTER STRIP
Runway Ident - 60
Runway Lth/Wid - 2600 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	12000	Last 24 Hrs -	6
Make/Model-	5000	Last 30 Days-	90
Instrument-	15	Last 90 Days-	150

Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT HE TURNED ONTO THE FINAL APPROACH FOR LANDING ON RWY 36 AS THE SUN SET ON HIS UNLIGHTED AG STRIP. HE SAID THAT HE LOST SIGHT OF THE STRIP DURING THE LANDING FLARE, AND DRIFTD OF THE RIGHT SIDE OF THE RUNWAY INTO HIGH VEGETATION. THE DRAG OF THE VEGETATION NOSED THE ACFT OVER ON ITS BACK.

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Brief of Accident (Continued)

File No. - 2600 9/10/85 COALINGA,CA A/C Reg. No. N4853X Time (Lcl) - 1920 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LIGHT CONDITION - DUSK
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - UNAVAILABLE

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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 File No. - 2579      9/15/85    ROSAMOND,CA                A/C Reg. No. N5788U           Time (Lcl) - 1405 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                    Injuries
                                                                 SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire               Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                       NONE              Pass      0        0        0        1
     Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - MOONEY M20K                Eng Make/Model - CONTINENTAL TSIO-360-LB   ELT Installed/Activated - YES/YES
     Landing Gear    - TRICYCLE-RETRACTABLE       Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt    -    2740                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats    -      4                     Rated Power    -      180 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                 Airport Proximity
      Wx Briefing       - FSS                    Last Departure Point                      OFF AIRPORT/STRIP
        Method          - TELEPHONE                MAMMOTH,CA
        Completeness    - WEATHER NOT PERTINENT   Destination                             Airport Data
      Basic Weather     - VMC                      VAN NUYS,CA                              ROSAMOND
        Wind Dir/Speed- 270/025 KTS                                                         Runway Ident     - N/A
        Visibility    -    30.0   SM           ATC/Airspace                                 Runway Lth/Wid   - N/A
        Lowest Sky/Clouds -     CLEAR            Type of Flight Plan - VFR                  Runway Surface   - DIRT
        Lowest Ceiling        - NONE             Type of Clearance   - NONE                 Runway Status    - DRY
        Obstructions to Vision- NONE             Type Apch/Lndg      - STRAIGHT-IN
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     44            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (Hours)
         PRIVATE                              Current        - YES     Total       -    430        Last 24 Hrs -      6
         SE LAND                              Months Since   -  8      Make/Model -     87        Last 30 Days-     20
                                              Aircraft Type  - M20J    Instrument-     109        Last 90 Days-     60

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE ENROUTE TO VAN NUYS ARPT AT ABOUT 9500 FT, THE PLT REPORTED TO EDWARDS AFB APCH CONTROL THAT HE WAS EXPERIENCING A
 ROUGH RUNNING ENG. THE PLT REQUESTED AND RECEIVED A RADAR VECTOR TO WM J. FOX ARPT, LANCASTER, CA. SHORTLY THEREAFTER
THE ENG SUSTAINED A TOTAL PWR LOSS. THE PLT EXECUTED AN EMERGENCY NEAR ROSAMOND ARPT. THE ENG EXAMINATION DISCLOSED A
"DRILL BIT" REMNANT LODGED IN HE OIL PUMP CAUSING IT TO SIEZE. THE ENG SUSTAINED EXTREME HIGH TEMP DISTRESS FOLLOWED BY
SEPARATION OF THE CON ROD. A 100-HOUR INSPECTION WAS PERFORMED ON THE ACFT WITHIN 80 HOURS PRECEDING THE ACCIDENT. THE
MECHANIC REPORTED THAT HE COULD NOT REMEMBER IF HE HAD INSPECTED THE SCAVENGE PUMP OIL SCREEN DURING THE INSPECTION.
METALURGICAL EXAMINATION DISCLOSED THE DRILL BIT HAD PENETRATED THE OIL SCREEN AND ENTERED INTO THE OIL PUMP. THE
ORIGIN OF THE DRILL BIT COULD NOT BE DETERMINED. THE ENG HAD BEEN DISASSEMBLED 180 HOURS PRIOR TO THE ACCIDENT BY
TELEDYNE CONTINENTAL MOTORS
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                                   Brief of Accident (Continued)

      File No. - 2579      9/15/85    ROSAMOND,CA               A/C Reg. No. N5788U             Time (Lcl) - 1405 PDT
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Occurrence #1          LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation     CRUISE - NORMAL

Finding(s)
  1. LUBRICATING SYSTEM,OIL PRESSURE PUMP - JAMMED
  2.    MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
  3. LUBRICATING SYSTEM,OIL PRESSURE PUMP - FOREIGN OBJECT
  4. ENGINE ASSEMBLY,CONNECTING ROD - SEPARATION
-------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
-------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4
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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                        Brief of Accident

   File No. - 2488      9/21/85    WATSONVILLE,CA            A/C Reg. No. N2874B            Time (Lcl) - 1100 PDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT          Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation          -AERIAL APPLICATION            Fire                  Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 137                     NONE                 Pass      0        0        0        0
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - BELL 47G-2                  Eng Make/Model - LYCOMING VO-435-A1D      ELT Installed/Activated - NO -N/A
    Landing Gear    - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt    -    2649                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -       3                     Rated Power    -     200 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                         WATSONVILLE,CA
      Completeness   - N/A                      Destination                             Airport Data
    Basic Weather    - VMC                         WATSONVILLE,CA
      Wind Dir/Speed-  180/003 KTS                                                         Runway Ident    - N/A
      Visibility     -    20.0   SM             ATC/Airspace                               Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE               Runway Surface  - DIRT
      Lowest Ceiling         - NONE               Type of Clearance   - NONE               Runway Status   - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE                                 HIGH VEGETATION
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel information----
   Pilot-In-Command                        Age -     66              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL,CFI                        Current         - YES      Total        -  19236        Last 24 Hrs -      6
        SE LAND,ME LAND,ME SEA                Months Since    - 11       Make/Model-     6448        Last 30 Days-     75
        HELICOPTER                            Aircraft Type - 182        Instrument-       31        Last 90 Days-    213
                                                                         Multi-Eng -       70        Rotorcraft   -   8446

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING AN AG FLT, AT ABT 5 FT AGL, THE PLT HEARD A LOUD BANG, THE ENG OVERSPED, & ALL PWR TO THE ROTOR BLADES
WAS LOST. THE PLT ATTEMPTED TO IMMEDIATELY LAND IN THE UNDERLYING FIELD, BUT HAD INSUFFICIENT ALTITUDE/AIRSPEED
TO AUTOROTATE. THE ACFT TOUCHED DOWN, BOUNCED, & THE MAIN ROTOR BLADES FLEXED DOWN & SEVERED THE TAIL BOOM. EXAM
OF THE CLUTCH REVEALED THAT POOR CONTACT WAS BEING MADE BETWEEN THE SHOES & DRUM. EXAM OF THE FREE WHEELING UNIT
REVEALED IT CONTAINED NUMEROUS ROLLERS WHICH WOULD NOT LOCK.  IT IS UNKNOWN WHICH COMPONENTS'S FAILURE WAS PRIMARY.

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File No. - 2488 9/21/85 WATSONVILLE,CA A/C Reg. No. N2874B Time (Lcl) - 1100 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)
1. ROTOR DRIVE SYSTEM,CLUTCH ASSEMBLY - UNDETERMINED
2. ROTOR DRIVE SYSTEM,FREEWHEELING UNIT(OTHER) - UNDETERMINED

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. EMERGENCY PROCEDURE - NOT POSSIBLE - PILOT IN COMMAND
4. FLARE - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

   File No. - 2486      9/21/85    SELMA,CA             A/C Reg. No. N45382         Time (Lcl) - 1500 PDT
----------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                  Injuries
                                                               SUBSTANTIAL             Fatal   Serious   Minor     None
     Type of Operation         -PERSONAL                      Fire               Crew    0        0        0         1
     Flight Conducted Under    -14 CFR 91                      NONE              Pass    0        0        0         1
     Accident Occurred During  -DESCENT
----------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 150M            Eng Make/Model - CONTINENTAL O-200-A     ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-FIXED         Number Engines -  1                        Stall Warning System - YES
     Max Gross Wt    -    1600                Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats    -      2                 Rated Power    -      100 HP
----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                             Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                      LANCASTER,CA
       Completeness   - N/A                    Destination                            Airport Data
     Basic Weather    - VMC                      SELMA,CA                               SELMA
       Wind Dir/Speed- 300/005 KTS                                                      Runway Ident    - N/A
       Visibility    -    15.0    SM          ATC/Airspace                              Runway Lth/Wid  - N/A
       Lowest Sky/Clouds  -    25000 FT SCATTERED Type of Flight Plan - NONE            Runway Surface  - ASPHALT
       Lowest Ceiling          - NONE            Type of Clearance   - NONE             Runway Status   - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -     48             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review                Flight Time (Hours)
          PRIVATE                             Current      - YES        Total        -   324     Last 24 Hrs -       2
          SE LAND                             Months Since - 15         Make/Model -     272     Last 30 Days- UNK/NR
                                              Aircraft Type - C-150M    Instrument- UNK/NR       Last 90 Days-      36
                                                                        Multi-Eng - UNK/NR       Rotorcraft  - UNK/NR


          Instrument Rating(s)   - NONE
----------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT REPTD THE ACFT EXPERIENCED A TOTAL LOSS OF POWER DURING THE DESCENT TO SELMA ARPT. THE PILOT DID NOT
APPLY CARB HEAT BEFORE BEGINING THE DESCENT. DURING THE SUBSEQUENT FORCED LANDING THE ACFT LEFT WING STRUCK A
TELEPHONE POLE. THE ENGINE OPERATED NORMALLY DURING THE POST ACCIDENT EXAMINATION. THE ACFT CONTAINED ABOUT 10
GALS OF FUEL. THE TEMP/DEW POINT SPREAD AT THE TIME OF THE ACCIDENT WERE 64 DEG F & 44 DEG F. ACCORDING TO THE
CARB ICING CURVE, THE ACFT WAS OPERATING IN THE SERIOUS CARB ICING RANGE AT GLIDE POWER.

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Brief of Accident (Continued)

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      File No. - 2486       9/21/85    SELMA,CA                      A/C Reg. No. N45382            Time (Lcl) - 1500 PDT
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Occurrence #1         LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation    DESCENT - NORMAL

Finding(s)
  1. FUEL SYSTEM,CARBURETOR - ICE
  2.   PROCEDURES/DIRECTIVES - NOT PERFORMED - PILOT IN COMMAND
  3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  4.     - NOT USED - PILOT IN COMMAND
-----------------------------------------------------------------------------------------------------------------------

Occurrence #2         FORCED LANDING
Phase of Operation    DESCENT - EMERGENCY
-----------------------------------------------------------------------------------------------------------------------

Occurrence #3         IN FLIGHT COLLISION WITH OBJECT
Phase of Operation    DESCENT - EMERGENCY

Finding(s)
  5. OBJECT - UTILITY POLE
-----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 2484       9/23/85    SAN JOSE,CA               A/C Reg. No. N97JT             Time (Lcl) - 1900 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                  .SUBSTANTIAL                 Fatal    Serious    Minor      None
      Type of Operation          -PERSONAL                        Fire                  Crew     0         0         0          1
      Flight Conducted Under     -14 CFR 91                        NONE                 Pass     0         0         0          2
      Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - BEECH P60                   Eng Make/Model - LYCOMING IO-540-        ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                        Stall Warning System - YES
      Max Gross Wt   -    6500                     Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   - UNK/NR                      Rated Power    -      350 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                  Airport Proximity
      Wx Briefing      - UNK/NR                     Last Departure Point                       OFF AIRPORT/STRIP
        Method         - UNK/NR                       COLUMBIA,CA
        Completeness   - WEATHER NOT PERTINENT      Destination                              Airport Data
      Basic Weather    - VMC                          SAN JOSE,CA                              REID HILLVIEW
        Wind Dir/Speed- 300/006 KTS                                                            Runway Ident     - 31R
        Visibility     -    10.0    SM            ATC/Airspace                                 Runway Lth/Wid   -  3100/    75
        Lowest Sky/Clouds  -                        Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
        Lowest Ceiling        - 15000 FT BROKEN     Type of Clearance   - VFR                  Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - FULL STOP
        Precipitation         - NONE
        Condition of Light    - DUSK
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     52             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                                Current          - YES      Total       -   1965        Last 24 Hrs -        2
          SE LAND,ME LAND                        Months Since  -  1          Make/Model-     741         Last 30 Days-       11
                                                 Aircraft Type - 6-60        Instrument-      97         Last 90 Days-       29
                                                                             Multi-Eng -    1585         Rotorcraft   - UNK/NR

          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING THE LANDING ROLL, THE ACFT VEERED OFF THE RIGHT SIDE OF THE RNWY AND MADE CONTACT WITH A TAXIWAY MARKER
WHICH WAS THEN THROWN AGAINST THE ACFT, PUNCTURING THE PRESSURE BULKHEAD COMPARTMENT. EXAMINATION OF THE LEFT
BRAKE ASSEMBLY REVEALED EVIDENCE OF LEAKING HYDRAULIC FLUID AND AN EMPTY FLUID RESERVOIR. THE "O" RINGS IN THE
LEFT BRAKE MIDDLE PISTON WERE FOUND TO BE "FLATTENED"

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Brief of Accident (Continued)

File No. - 2484 9/23/85 SAN JOSE,CA A/C Reg. No. N973T Time (Local) - 1900 PDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
1. OBJECT - OBJECT
2. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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  File No. - 2575       9/25/85    CONCORD,CA                A/C Reg. No. N64981              Time (Lcl) - 1536 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                           Injuries
                                                               SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation          -INSTRUCTIONAL                 Fire               Crew        0         0         0         1
    Flight Conducted Under     -14 CFR 91                      NONE              Pass        0         0         0         1
    Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 152              Eng Make/Model - LYCOMING O-235 SERIES      ELT Installed/Activated - YES/YES
    Landing Gear    - TRICYCLE-FIXED          Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt    -    1670                 Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       2                 Rated Power     -     110 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRPORT
      Method         - N/A                         CONCORD,CA
      Completeness   - N/A                      Destination                              Airport Data
    Basic Weather    - VMC                         LOCAL                                    BUCHANAN FIELD
      Wind Dir/Speed- 260/012 KTS                                                           Runway Ident      - 32R
      Visibility    -    20.0   SM             ATC/Airspace                                 Runway Lth/Wid    -  4600/  150
      Lowest Sky/Clouds  -      20000 FT THIN BKN  Type of Flight Plan - NONE               Runway Surface    - ASPHALT
      Lowest Ceiling         - NONE              Type of Clearance   - NONE                 Runway Status     - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      42                  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                       Flight Time (Hours)
        PRIVATE                                Current        - YES           Total       -     108        Last 24 Hrs -       1
        SE LAND                                Months Since   -  1            Make/Model-      48        Last 30 Days-      16
                                               Aircraft Type  - 152           Instrument-       0        Last 90 Days-      41


        Instrument Rating(s)   - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS OBSERVED TO TURN TO THE LEFT DURING THE TAKOEFF GROUND ROLL ON RWY 32R AT BUCHANAN AIRPORT, CONCORD,
CALIFORNIA AND EXIT THE RWY ENVIRONMENT. THE CERTIFICATED PRIVATE PLT REPORTED THAT SHORTLY AFTER APPLYING FULL POWER
THE ACFT "SWERVED" TO THE LEFT AND RIGHT RUDDER APPLICATION WAS NOT SUFFICIENT TO ARREST THE LEFT TURN EXCURSION. THE
NOSE GEAR COLLAPSED AFTER THE ACFT ENTERED THE SOFT DIRT ADJACENT TO THE RWY. THE SURFACE WINDS WERE 260 DEGREES AT
12 KNOTS.
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Brief of Accident (Continued)

File No. - 2575 9/25/85 CONCORD,CA A/C Reg. No. N64981 Time (Lcl) - 1536 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. STARTING PROCEDURE - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
3. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
4. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 2507       9/29/85    HUNTINGTON BCH,CA          A/C Reg. No. N231GW            Time (Lcl) - 1750 PDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                            * SUBSTANTIAL                   Fatal    Serious   Minor    None
    Type of Operation         -PERSONAL                       Fire                   Crew     0         0        1        0
    Flight Conducted Under    -14 CFR 91                      NONE                   Pass     0         0        0        0
    Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - MOONEY AIRCRAFT CORP. M20K      Eng Make/Model - CONTINENTAL TS10-360 SER  ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE            Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2900                         Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       4                         Rated Power    -     210 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                  Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                       ON AIRPORT
       Method          - N/A                          FULLERTON,CA
       Completeness    - N/A                        Destination                              Airport Data
     Basic Weather     - VMC                          SAME AS ACC/INC                          MEADOWLARK
       Wind Dir/Speed- 200/008 KTS                                                             Runway Ident     - 19
       Visibility     -    8.0   SM               ATC/Airspace                                 Runway Lth/Wid   -  2330/   36
       Lowest Sky/Clouds  -     UNK/NR              Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
       Lowest Ceiling         - 25000 FT OVERCAST   Type of Clearance   - NONE                 Runway Status    - DRY
       Obstructions to Vision- HAZE                 Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -    49          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
       PRIVATE                                  Current        - YES       Total      -   390         Last 24 Hrs -      0
       SE LAND                                  Months Since   -  6        Make/Model-     12         Last 30 Days-      3
                                                Aircraft Type  - M20K      Instrument-     66         Last 90 Days-      7

       Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT ACKNOWLEDGED THAT ON SHORT FINAL APPROACH TO THE 2330 FT-LONG RWY, THE ACFT'S SPEED WAS "A LITTLE HOT", &
DURING LDG FLARE THE ACFT "FLOATED IN GROUND EFFECT". AFTER THE ACFT BOUNCED 3 TIMES THE PLT DECIDED TO GO AROUND & HE
APPLIED FULL PWR. THE PLT FORGOT TO RAISE THE FLAPS FROM THEIR FULLY EXTENDED POSITION. THE ACFT OVERRAN THE RUNWAY'S
END COLLIDING WITH A RWY LIGHT, 2 PARKED ACFT & A TRUCK, & IT CAME TO REST UPON IMPACTING A COMMERCIAL BLDG. WHICH
HOUSED A FBO.

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Brief of Accident (Continued)

File No. - 2507 9/29/85 HUNTINGTON BCH,CA A/C Reg. No. N231GW Time (Lcl) - 1750 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. ABORTED LANDING - DELAYED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING

Finding(s)
5. FLT CONTROL SYST,WING FLAP CONTROL - IMPROPER
6. GO-AROUND - DELAYED - PILOT IN COMMAND
7. RAISING OF FLAPS - INATTENTIVE - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
8. OBJECT - RUNWAY LIGHT
9. OBJECT - AIRCRAFT PARKED
10. OBJECT - VEHICLE
11. OBJECT - BUILDING(NONRESIDENTIAL)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3

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                          National Transportation Safety Board
                               Washington, D.C. 20594


                                  Brief of Accident
     File No. - 2438       10/05/85    BLYTHE,CA            A/C Reg. No. N7919            Time (Lcl) - 1353 PDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                    Injuries
                                                             SUBSTANTIAL               Fatal   Serious   Minor     None
    Type of Operation          -PERSONAL                    Fire                Crew      0        0        1         0
    Flight Conducted Under     -14 CFR 91                    NONE               Pass      0        0        1         0
    Accident Occurred During   -TAKEOFF
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - WILLIE II                   Eng Make/Model - LYCOMING O-360        ELT Installed/Activated - YES/YES
    Landing Gear    - TAILWHEEL-ALL FIXED         Number Engines -  1                       Stall Warning System - UNK/NR
    Max Gross Wt    - UNK/NR                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -        2                    Rated Power    -    180 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     ON AIRPORT
      Method         - N/A                         SAME AS ACC/INC
      Completeness   - N/A                     Destination                             Airport Data
    Basic Weather    - VMC                         YUMA,AZ                                 BLYTHE MUNI
      Wind Dir/Speed- 050/006 KTS                                                          Runway Ident     - 08
      Visibility     -     7.0    SM           ATC/Airspace                                Runway Lth/Wid   -  6560/  150
      Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE              Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      32             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL,MILITARY                      Current      - UNK/NR      Total      -   1260       Last 24 Hrs - UNK/NR
        ME LAND                                  Months Since - UNK/NR      Make/Model-      30       Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument-     200       Last 90 Days-     30
                                                                            Multi-Eng -     990       Rotorcraft  - UNK/NR

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
ON OCT 5, 1985 A WILLIE II HOMEBUILT CRASHED ON TAKEOFF AFTER ITS LEFT MAIN LANDING GEAR COLLAPSED. VMC EXISTED
AT THE TIME AND NO FLT PLAN WAS FILED. THE AC SUSTAINED SUBSTANTIAL DAMAGE AND THE TWO OCCUPANTS RECEIVED
MINOR INJURIES. THE WINDS WERE FROM 050. AT 8 KTS. THE PLT DID NOT STATE WHY THE GEAR COLLAPSED.
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Brief of Accident (Continued)

File No. - 2438   10/05/85   BLYTHE,CA   A/C Reg. No. N7919   Time (Lcl) - 1353 PDT

Occurrence #1   MAIN GEAR COLLAPSED
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
1. LANDING GEAR,MAIN GEAR - UNDETERMINED

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                    Washington, D.C. 20594



                                        Brief of Accident

    File No. - 2485        10/11/85    RUTH,CA                  A/C Reg. No. N1983W           Time (Lcl) - 1900 PDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                  SUBSTANTIAL                 Fatal   Serious   Minor   None
     Type of Operation          -PERSONAL                        Fire                  Crew     0        0        0       1
     Flight Conducted Under     -14 CFR 91                        NONE                 Pass     0        0        0       1
     Accident Occurred During   -APPROACH
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH B19                 Eng Make/Model - LYCOMING O-320-E3D        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2150                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                   Rated Power    -     150 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                  Airport Proximity
     Wx Briefing       - FSS                    Last Departure Point                       ON AIRPORT
       Method          - TELEPHONE                FORTUNA,CA
       Completeness    - WEATHER NOT PERTINENT   Destination                             Airport Data
     Basic Weather     - VMC                      RUTH,CA                                  RUTH
       Wind Dir/Speed- 300/010 KTS                                                         Runway Ident     - 31
       Visibility    -    10.0    SM          ATC/Airspace                                 Runway Lth/Wid   -  3170/   45
       Lowest Sky/Clouds  -                     Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
       Lowest Ceiling          -  1500 FT BROKEN  Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE             Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation           - NONE                                  FULL STOP
       Condition of Light      - DUSK
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     28                Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                   Flight Time (Hours)
         PRIVATE                              Current        - YES         Total      -    118        Last 24 Hrs -       1
         SE LAND                              Months Since   - 11          Make/Model-      20        Last 30 Days- UNK/NR
                                              Aircraft Type  - B19         Instrument-       6        Last 90 Days-      21


         Instrument Rating(s)   - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE 117 HR PVT PLT COMPLETED A 50 MIN FLT AT DUSK & PREPARED FOR LDG ON RWY 31. THE PLT HAD NEVER LANDED ON THAT
RWY BEFORE & STATED THAT HE WAS UNAWARE OF THE REMARKS CONTAINED IN THE ARPT/FACILITY DIRECTORY INDICATING THAT
THE THRESHOLD FOR RWY 31 HAD BEEN DISPLACED 70' BECAUSE OF THE PRESENCE OF A BERM. THE ACFT WAS LOW ON SHORT
FINAL APCH & COLLIDED WITH THE BERM.

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Brief of Accident (Continued)

File No. - 2485 10/11/85 RUTH,CA A/C Reg. No. N1983W Time (Lcl) - 1900 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - DISPLACED THRESHOLD
4. TERRAIN CONDITION - DIRT BANK
5. COMMUNICATIONS/INFORMATION/ATC - NOT OBTAINED - PILOT IN COMMAND
6. IMPROPER DECISION,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
7. LIGHT CONDITION - DUSK
8. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND
9. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6,8,9

Factor(s) relating to this accident is/are finding(s) 3,4,7

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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

   File No. - 2490     10/13/85   CONCORD,CA              A/C Reg. No. N47340          Time (Lcl) - 1948 PDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                   Injuries
                                                             SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                    Fire                 Crew     0        0        1       0
    Flight Conducted Under     -14 CFR 91                    NONE                Pass     0        0        0       0
    Accident Occurred During   -APPROACH
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28R-201T          Eng Make/Model - CONTINENTAL TS10-360-FBI  ELT Installed/Activated   YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2150                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       4                    Rated Power    -     200 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                   ON AIRPORT
      Method         - N/A                       SANTA BARBARA,CA
      Completeness   - N/A                     Destination                          Airport Data
    Basic Weather    - VMC                       SAME AS ACC/INC                      BUCHANAN FLD
      Wind Dir/Speed- CALM                                                            Runway Ident     - 19
      Visibility     -    20.0   SM          ATC/Airspace                             Runway Lth/Wid   -  4712/  150
      Lowest Sky/Clouds  -      CLEAR          Type of Flight Plan - NONE             Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE            Type of Clearance   - VFR              Runway Status    - DRY
      Obstructions to Vision- NONE             Type Apch/Lndg        TRAFFIC PATTERN
      Precipitation          - NONE                                  FULL STOP
      Condition of Light     - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     32          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
        PRIVATE                                Current        - YES       Total      -    182        Last 24 Hrs -      6
        SE LAND                                Months Since   -  2        Make/Model-     12         Last 30 Days-     22
                                               Aircraft Type - PA28236    Instrument       5         Last 90 Days-     45


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS LANDING AT NIGHT AT THE CONCLUSION OF A CROSS COUNTRY FLT. ON ENTRY TO THE DOWNWIND FOR RWY 19R, THE
PLT ASKED THAT THE APPROACH LIGHTS BE TURNED UP FULL BRIGHT.  ON SHORT FINAL, THE PLT SAID SHE ENCOUNTED
EXCESSIVE GLARE IN HER CONTACT LENSES FROM THE APPROACH LIGHTS WHICH DISTRACTED HER. THE AIRCRAFT LANDED SHORT
OF THE RUNWAY, COLLIDING WITH BOTH THE APPROACH LIGHTS AND AN AIRPORT BOUNDARY FENCE.

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Brief of Accident (Continued)

File No. - 2490   10/13/85   CONCORD,CA   A/C Reg. No. N47340   Time (Lcl) - 1948 PDT

Occurrence #1   UNDERSHOOT
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
2. LIGHT CONDITION - NIGHT
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. IMPROPER DECISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
6. OBJECT - APPROACH LIGHT/NAVAID
7. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2,6,7

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                              National Transportation Safety Board
                                   Washington, D.C. 20594


                                        Brief of Accident

    File No. - 2480      10/18/85    TURLOCK,CA                 A/C Reg. No. N5059G           Time (Lcl) - 1850 PDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                   Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                       Fire                Crew     0        0        1        0
    Flight Conducted Under     -14 CFR 91                       NONE               Pass     0        0        0        0
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CITABRIA 7ECA                  Eng Make/Model - LYCOMING O-235-K2C       ELT Installed/Activated - UNK/NR
    Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -   1650                         Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                         Rated Power    -     115 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                     OFF AIRPORT/STRIP
      Method         - N/A                           LAKEPORT,CA
      Completeness   - N/A                        Destination                           Airport Data
    Basic Weather    - VMC                           MERCED,CA
      Wind Dir/Speed- 350/004 KTS                                                          Runway Ident     - N/A
      Visibility     -     5.0   SM              ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - NONE              Runway Surface   - DIRT
      Lowest Ceiling         - NONE                Type of Clearance   - NONE              Runway Status    - HIGH VEGETATION
      Obstructions to Vision- HAZE                 Type Apch/Lndg      - NONE                                 DRY
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     31             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                    Flight Time (Hours)
        PRIVATE                                 Current         - YES       Total        - UNK/NR       Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since    - 11        Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR      Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT MADE A FORCED LNDG AFTER A LOSS OF POWER DURING A DESCENT. THE PLT STATED THAT THE ENG RPM DECREASED TO
1100 WITH ALL OTHER GAUGES IN THE GREEN. HE ALSO SAID HE COULD NOT GET THE FUEL DRAIN SUMPT TO DRAIN AS IT WAS
FROZEN SHUT DURING PREFLT. THE PLT SAID HE MANIPULATED THE THROTTLE AND CARB HEAT AFTER THE POWER LOSS BUT IT DID
NOT HELP. ATTEMPTS TO GET THE PLT TO FILE AN ACC REPORT SINCE THE ACC HAVE BEEN UNSUCCESSFUL. IT IS REPORTED THAT
HE HAS QUIT HIS JOB AND DISCONNECTED HIS HOME PHONE.

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Brief of Accident (Continued)

File No. - 2480 10/18/85 TURLOCK,CA A/C Reg. No. N5059G Time (Lcl) - 1850 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FUEL SYSTEM,DRAIN - FROZEN
2. AIRCRAFT PREFLIGHT - CONFLICTING - PILOT IN COMMAND
3. LIGHT CONDITION - DAYLIGHT
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
6. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
7. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

8. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,7

Factor(s) relating to this accident is/are finding(s) 1,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2482      10/19/85    SAN DIEGO,CA              A/C Reg. No. N93235             Time (Lcl) - 0710 PDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                  SUBSTANTIAL                     Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                        Fire                     Crew      0         0         0         1
     Flight Conducted Under     -14 CFR 91                        NONE                    Pass      0         0         0         1
     Accident Occurred During   -TAXI
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH 24R                  Eng Make/Model - AVCO IO-360-A1B6         ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2750                    Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -       4                    Rated Power     -     200 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                       ON AIRPORT
       Method         - N/A                       SAME AS ACC/INC
       Completeness   - N/A                     Destination                              Airport Data
     Basic Weather    - VMC                       QUINCY,CA                                MONTGOMERY
       Wind Dir/Speed- 360/005 KTS                                                         Runway Ident      - 28L
       Visibility     -    40.0   SM             ATC/Airspace                                Runway Lth/Wid    -  3353/    60
       Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - VFR                 Runway Surface    - ASPHALT
       Lowest Ceiling         - NONE               Type of Clearance   - VFR                 Runway Status     - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAWN
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -      47             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                    Flight Time (Hours)
         PRIVATE                              Current         - YES      Total       -     184        Last 24 Hrs -       13
         SE LAND                              Months Since  -  3         Make/Model-      107        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument-       18        Last 90 Days- UNK/NR
                                                                         Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH A DITCH DURING TAXI TO TAKEOFF. THE PLT WAS TAXIING INTO THE SUN AND WENT INTO THE DITCH
WHEN THE TAXIWAY TURNED TO THE RT. THE PLT SAID HE WAS BLINDED BY THE RISING SUN.

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Brief of Accident (Continued)

File No. - 2482   10/19/85   SAN DIEGO,CA   A/C Reg. No. N9323S   Time (Lcl) - 0710 PDT

Occurrence   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   TAXI - TO TAKEOFF

Finding(s)
1. TERRAIN CONDITION - DITCH
2. VISUAL LOOKOUT - NOT ATTAINED - PILOT IN COMMAND
3. LIGHT CONDITION - DAWN
4. IMPROPER DECISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. LIGHT CONDITION - SUNGLARE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2504      10/20/85    PALO ALTO,CA                 A/C Reg. No. N2491Y             Time (Lcl) - 1740 PDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                  SUBSTANTIAL                 Fatal   Serious   Minor     None
     Type of Operation          -PERSONAL                        Fire                 Crew      0        0        0         1
     Flight Conducted Under     -14 CFR 91                        ON GROUND           Pass      0        0        0         1
     Accident Occurred During   -TAXI
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA28-181               Eng Make/Model  - LYCOMING O-360           ELT Installed/Activated - UNK/NR
     Landing Gear   - TRICYCLE-FIXED               Number Engines  -  1                          Stall Warning System - YES
     Max Gross Wt   -    2550                      Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                      Rated Power     -     180 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      ON AIRPORT
       Method         - N/A                          CONCORD,CA
       Completeness   - N/A                      Destination                             Airport Data
     Basic Weather    - VMC                          SAME AS ACC/INC                         PALO ALTO
       Wind Dir/Speed- 160/008 KTS                                                           Runway Ident     - 30
       Visibility     -    13.0   SM             ATC/Airspace                                Runway Lth/Wid   -  2500/   65
       Lowest Sky/Clouds  -      2500 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - ASPHALT
       Lowest Ceiling         - 10000 FT OVERCAST   Type of Clearance   - VFR                Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                      FULL STOP
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      31          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                  Current       - UNK/NR     Total        - UNK/NR        Last 24 Hrs - UNK/NR
        SE LAND                                  Months Since  - UNK/NR     Make/Model   - UNK/NR        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument   - UNK/NR        Last 90 Days- UNK/NR
                                                                            Multi-Eng    - UNK/NR        Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT SAID THAT AFTER LANDING AND TURNING ONTO THE PARALLEL TAXIWAY, THE ENGINE QUIT. DURING AN ATTEMPTED RE-START,
FIRE WAS NOTICED COMING FROM THE ENGINE COMPARTMENT. THE PLT AND HIS PASSENGER EVACUATED THE ACFT, AND ARPT PERSONNEL
PUT OUT THE FIRE. THE ACFT WAS EXAMINED BY AN FAA AIRWORTHINESS INSPECTOR WHO REPORTED NO EVIDENCE OF BROKEN,
DISCONNECTED OR LEAKING FLUID LINES FORWARD OF THE FIREWALL.

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Brief of Accident (Continued)

File No. - 2504   10/20/85   PALO ALTO,CA   A/C Reg. No. N2491Y   Time (Lcl) - 1740 PDT

Occurrence   FIRE
Phase of Operation   TAXI - FROM LANDING

Finding(s)
1. FUEL SYSTEM,CARBURETOR - OTHER
2. STARTING PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

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                          National Transportation Safety Board
                               Washington, D.C. 20534


                                  Brief of Accident

    File No. - 2506      10/22/85    OAKDALE,CA              A/C Reg. No. N6047N           Time (Lcl) - 1500 PDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                    Injuries
                                                                SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                        Fire              Crew      0        0         0        1
    Flight Conducted Under    -14 CFR 91                        NONE              Pass      0        0         0        0
    Accident Occurred During  -
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 210M                  Eng Make/Model - CONTINENTAL TS10-520    ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    3800                      Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                      Rated Power    -     300 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                             Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                  ON AIRPORT
       Method         - N/A                         BISHOP,CA
       Completeness   - N/A                      Destination                         Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                     OAKDALE
       Wind Dir/Speed- 140/005 KTS                                                      Runway Ident    - 10
       Visibility    -    25.0   SM              ATC/Airspace                           Runway Lth/Wid  -  3020/    66
       Lowest Sky/Clouds  -    12000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface  - ASPHALT
       Lowest Ceiling        - 25000 FT BROKEN     Type of Clearance   - NONE            Runway Status   - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE                                      FULL STOP
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -      64              Medical Certificate - EXPIRED
      Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                             Current        - YES       Total      -     975       Last 24 Hrs -      1
         SE LAND                             Months Since   - 20        Make/Model-     200       Last 30 Days-     12
                                             Aircraft Type  - 210       Instrument-       0       Last 90 Days-     12


         Instrument Rating(s)   - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT SAID THAT HE MADE A "FAIRLY RAPID DESCENT" FROM A 10,500 FT MSL CRUISE ALT TO THE AIRPORT PATTERN AND
EXPERIENCED A "PAINFUL PRESSURE" IN HIS EARS. THE PLT SAID HE WAS ALSO WEARING A HEADSET. ON ENTRY INTO THE PATTERN, THE
PLT SAID HE "FORGOT TO LOWER THE LANDING GEAR" AND BELIEVES THAT, DUE TO BOTH THE "PAINFUL EAR PRESSURE" AND THE
MUFFLING EFFECT OF THE HEADSET, THE GEAR WARNING HORN WAS SOUNDING BUT ALL HE HEARD WAS A "FAINT BACKGROUND PULSE THAT
(HE) DISMISSED AS RADIO NOISE OF SOME KIND."
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Brief of Accident (Continued)

File No. - 2506 10/22/85 OAKDALE,CA A/C Reg. No. N6047N Time (Lcl) - 1500 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,PHYSICAL IMPAIRMENT(ORGANIC PROBLEM) - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                   Brief of Accident

   File No. - 2501      10/26/85    FULLERTON,CA             A/C Reg. No. N98954            Time (Lcl) - 1850 PDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                SUBSTANTIAL               Fatal   Serious   Minor     None
     Type of Operation          -INSTRUCTIONAL                 Fire              Crew       0        0        1         1
     Flight Conducted Under     -14 CFR 91                      NONE              Pass       0        0        0         0
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172P               Eng Make/Model - LYCOMING O-320-D2J       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    2400                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                   Rated Power    -     160 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                    ON AIRPORT
       Method         - N/A                      FULLERTON,CA
       Completeness   - N/A                   Destination                           Airport Data
     Basic Weather    - VMC                      FULLERTON,CA                          FULLERTON MUNI
       Wind Dir/Speed- CALM                                                            Runway Ident     - 24
       Visibility     -     3.000 SM          ATC/Airspace                             Runway Lth/Wid   -  3121/   75
       Lowest Sky/Clouds  -     PART OBS        Type of Flight Plan - NONE             Runway Surface   - ASPHALT
       Lowest Ceiling        - UNK/NR           Type of Clearance   - VFR              Runway Status    - DRY
       Obstructions to Vision- HAZE             Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE                                   FULL STOP
       Condition of Light    - DUSK
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     33          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review              Flight Time (Hours)
        COMMERCIAL,CFI,FLT ENG              Current        - YES     Total      -   1017       Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                     Months Since   - 18      Make/Model-      22       Last 30 Days- UNK/NR
                                            Aircraft Type  - C-172   Instrument-      97       Last 90 Days-      58
                                                                     Multi-Eng -      45

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
DURING AN INSTRUCTIONAL FLT THE STUDENT PLT, WHO HAD A TOTAL OF 5 HRS OF FLT TIME, ATTEMPTED TO LAND WITH THE
FLAPS EXTENDED TO THE 20 DEG POSITION. THE ACFT BALLOONED, & THE CFI TOOK CONTROL & ELECTED TO COMPLETE THE
LANDING. INSUFFICIENT RWY REMAINED & THE ACFT OVERRAN ITS END, TRAVERSED A DRAINAGE DITCH AND COLLIDED WITH A
FENCE. THE CFI REPORTED THAT, MECHANICALLY, THE ACFT WAS IN PROPER WORKING CONDITION. HE ALSO STATED THAT HE WAS
UNAWARE OF THE EFFECT REMOVING THE 20 DEG OF FLAPS WOULD HAVE ON THE ACFT'S STOPPING DISTANCE, SO HE LEFT THE
FLAPS EXTENDED.
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Brief of Accident (Continued)

File No. - 2501 10/26/85 FULLERTON,CA A/C Reg. No. N98954 Time (Lcl) - 1850 PDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. ELEVATOR - EXCESSIVE - DUAL STUDENT
2. FLARE - MISJUDGED - DUAL STUDENT
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND(CFI)
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
6. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
7. RAISING OF FLAPS - NOT SELECTED - PILOT IN COMMAND(CFI)
8. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
9. TERRAIN CONDITION - DITCH

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
10. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6,7,8

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2548   11/03/85   ANGWIN,CA   A/C Reg. No. N21491   Time (Lcl) - 1105 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
MINOR
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	2

----Aircraft Information----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ANGWIN,CA
Destination
ANGWIN,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
VIRGIL O. PARRETT FIELD
Runway Ident - 34
Runway Lth/Wid - 3217/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE

Age - 39
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - T-206

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1600
Make/Model - 12
Instrument - 12
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days - 6
Last 90 Days - 6
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

NEAR THE COMPLETION OF A DUAL INSTRUCTIONAL FLT WITH A PRE-SOLO STUDENT, THE CFI FOLLOWED THE PROCEDURES RECOMMENDED IN THE AIR & ANNOUNCED HIS CESSNA ACFT'S POSITION OVER THE CTAF STATING HIS INTENTIONS & IDENTIFYING HIS LOCATION ON THE 45 DEG, ENTRY & DOWNWIND LEGS. THE CFI FAILED TO TRANSMIT HIS POSITION ON THE FINAL APPROACH LEG, & FAILED TO OBSERVE A PIPER ACFT ON ITS TAKEOFF ROLL. THE PLT IN THE PIPER ACFT, WHO WAS PREPARING TO DEPART, FAILED TO ANNOUNCE HIS INTENTIONS & POSITION ON THE TAXIWAY/RWY, FAILED TO OBSERVE THE INBND CESSNA & HENCE FAILED TO GIVE THAT ACFT THE RIGHT-OF-WAY AS REQUIRED. AS THE PIPER WAS BEING ROTATED FOR TAKEOFF THE CESSNA DESCENDED ONTO & COLLIDED WITH IT. THE PIPER PLT ABORTED HIS TAKEOFF, & CESSNA LANDED WITHOUT FURTHER MISHAP. BOTH PLTS REPORTED THAT THE PRESENCE OF TALL TREES LOCATED ADJACENT TO THE RWY'S APPROACH HAD OBSTRUCTED THEIR VISION.

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Brief of Accident (Continued)

File No. - 2548 11/03/85 ANGWIN,CA A/C Reg. No. N21491 Time (Lcl) - 1105 PST

Occurrence MIDAIR COLLISION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. RADIO COMMUNICATIONS - NOT USED - PILOT IN COMMAND
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2548       11/03/85     ANGWIN,CA                   A/C Reg. No. N24932             Time (Lcl) - 1105 PST
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----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                   SUBSTANTIAL                  Fatal    Serious    Minor     None
     Type of Operation          -INSTRUCTIONAL                   Fire                   Crew      0         0         0         2
     Flight Conducted Under     -14 CFR 91                        NONE                  Pass      0         0         0         0
     Accident Occurred During   -LANDING                                                Other     0         0         0         4
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152                 Eng Make/Model - LYCOMING O-235-L2C          ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                             Stall Warning System - YES
     Max Gross Wt   -    1670                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                     Rated Power    -      110 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                   Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                        ON AIRPORT
       Method          - N/A                       ANGWIN,CA
       Completeness    - N/A                     Destination                               Airport Data
     Basic Weather     - VMC                       ANGWIN,CA                                 VIRGIL O. PARRETT FIELD
       Wind Dir/Speed- 360/005 KTS                                                           Runway Ident     - 34
       Visibility    -    25.0   SM            ATC/Airspace                                  Runway Lth/Wid   -  3217/   50
       Lowest Sky/Clouds -      CLEAR            Type of Flight Plan - NONE                  Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE             Type of Clearance   - NONE                  Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                   FULL STOP
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -     60            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL,CFI                          Current         - YES      Total      -    5450         Last 24 Hrs -       1
         SE LAND,ME LAND,SE SEA,ME SEA           Months Since    - 16       Make/Model-   3100         Last 30 Days-      42
                                                 Aircraft Type   - C-152    Instrument-    147         Last 90 Days-     160
                                                                            Multi-Eng -    425         Rotorcraft   - UNK/NR

         Instrument Rating(s)   - AIRPLANE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
NEAR THE COMPLETION OF A DUAL INSTRUCTIONAL FLT WITH A PRE-SOLO STUDENT, THE CFI FOLLOWED THE PROCEDURES
RECOMMENDED IN THE AIM 7 & ANNOUNCED HIS CESSNA ACFT'S POSITION OVER THE CTAF STATING HIS INTENTIONS & IDENTIFYING
HIS LOCATION ON THE 45 DEG. ENTRY & DOWNWIND LEGS. THE CFI FAILED TO TRANSMIT HIS POSITION ON THE FINAL APPROACH
LEG, & FAILED TO OBSERVE A PIPER ACFT ON ITS TAKEOFF ROLL. THE PLT IN THE PIPER ACFT, WHO WAS PREPARING TO
DEPART, FAILED TO ANNOUNCE HIS INTENTIONS & POSITION ON THE TAXIWAY/RWY, FAILED TO OBSERVE THE INBND CESSNA &
HENCE FAILED TO GIVE THAT ACFT THE RIGHT-OF-WAY AS REQUIRED.  AS THE PIPER WAS BEING ROTATED FOR TAKEOFF THE
CESSNA DESCENDED ONTO & COLLIDED WITH IT. THE PIPER PLT ABORTED HIS TAKEOFF, & THE CESSNA LANDED WITHOUR FURTHER
MISHAP. BOTH PLTS REPORTED THAT THE PRESENCE OF TALL TREES LOCATED ADJACENT TO THE RWY'S APPROACH HAD OBSTRUCTED
THEIR VISION.
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Brief of Accident (Continued)

File No. - 2548 11/03/85 ANGWIN,CA A/C Reg. No. N24932 Time (Lcl) - 1105 PST

Occurrence MIDAIR COLLISION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
2. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND(CFI)
3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2585   11/08/85   MAMMOTH LAKES,CA   A/C Reg. No. N3096R   Time (Lcl) - 1540 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0

----Aircraft Information----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-CIC
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/015 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MAMMOTH LAKES,CA
Destination
UPLAND CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
MAMMOTH-JUNE LAKES
Runway Ident - 27
Runway Lth/Wid - 7000/ 100
Runway Surface - UNK/NR
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - PA28R20

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2081
Make/Model- 970
Instrument- 90
Last 24 Hrs - 2
Last 30 Days- 9
Last 90 Days- 31

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTED THAT WHEN HE OBSERVED THE ARPT'S WIND SOCK IN PREPARATION FOR DEPARTURE THE WIND WAS BLOWING DOWN THE RWY WITH OCCASIONAL GUSTS THAT DID NOT SEEM OVER 20 KTS. AFTER TAKING OFF & CLIMBING TO ABT 100 FT AGL, THE ACFT ENCOUNTERED TURBULENCE LIKELY ASSOCIATED WITH A MOUNTAIN WAVE CONDITION. THE PLT STATED & A GROUND-BASED WITNESS REPORTED THAT THE ACFT RAPIDLY ROLLED 90 DEG. RT & DESCENDED. JUST BEFORE COLLIDING WITH TERRAIN THE ACFT'S WINGS WERE LEVELED. NO MECHANICAL FAILURES OR MALFUNCTIONS WERE REPORTED BY THE PLT. 30 MIN AFTER THE CRASH THE ARPT'S SPECIAL WX OBSERVATION LISTED THE PRESENCE OF STANDING LENTICULAR ALTOCUMULUS CLDS IN ALL QUADRANTS, & THE SURFACE WINDS WERE 15 KTS GUSTING TO 25 KTS.

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Brief of Accident (Continued)

File No. - 2585   11/08/85   MAMMOTH LAKES,CA   A/C Reg. No. N3096R   Time (Lcl) - 1540 PST

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - MOUNTAIN WAVE
2. WIND INFORMATION - NOT ATTAINED - PILOT IN COMMAND
3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. WEATHER CONDITION - TURBULENCE IN CLOUDS

Occurrence #2   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2547      11/17/85    SAN JOSE,CA                A/C Reg. No. N41309          Time (Lcl) - 1821 PST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation        -PERSONAL                         Fire                  Crew     0        0        0        1
     Flight Conducted Under   -14 CFR 91                         NONE                 Pass     0        0        0        2
     Accident Occurred During -APPROACH
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA28-151            Eng Make/Model - LYCOMING O-320-E3D        ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -   2325                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                    Rated Power    -     150 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                               Airport Proximity
     Wx Briefing     - FSS                       Last Departure Point                    OFF AIRPORT/STRIP
       Method        - TELEPHONE                   SANTA ANA,CA
       Completeness  - WEATHER NOT PERTINENT      Destination                           Airport Data
     Basic Weather   - VMC                         SAN JOSE,CA                             REID-HILLVIEW
       Wind Dir/Speed- 310/008 KTS                                                         Runway Ident     - 31
       Visibility    -   15.0   SM              ATC/Airspace                               Runway Lth/Wid   -  3101/   75
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - VFR                Runway Surface   - ASPHALT
       Lowest Ceiling       -   4000 FT BROKEN    Type of Clearance   - VFR                Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation        - NONE
       Condition of Light   - NIGHT(BRIGHT)
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     25             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                               Current        - YES      Total      -     69        Last 24 Hrs -      6
         SE LAND                               Months Since   -  2       Make/Model-      9        Last 30 Days-     11
                                               Aircraft Type  - 152      Instrument-      2        Last 90 Days-     19


         Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE ON FINAL APCH FOR SAN JOSE MUNI AIRPORT AT THE END OF A CROSS COUNTRY FLT, THE ACFT EXPERIENCED TOTAL FUEL
EXHAUSTION. PLT DIVERTED A/C TO RIED HILLVIEW AIRPORT & ESTABLISHED POWER-OFF GLIDE. ON FINAL FOR RWY 31R, PLT
SAID HE REALIZED THE A/C WOULD NOT MAKE THE RUNWAY & "STALLED THE A/C" INTO GROUND OBSTRUCTIONS TO REDUCE THE
FWD SPEED AT IMPACT. FAA INSPECTORS FOUND NO FUEL IN THE A/C & NO EVIDENCE OF FUEL LEAKAGE. A/C WAS AIRBORNE FOR
ABOUT 3 HRS 45 MINS. THE PLT PLANNED A FUEL CONSUMPTION OF 7.9 GPH. PRIOR TO TAKEOFF AT DEPARTURE AIRPORT, A/C
WAS FUELED TO THE TABS, WHICH GAVE A TOTAL USABLE FUEL LOAD OF 32 GALS. AT 7.9 GPH  3 HRS 45 MINS OF ELAPSED
TIME USES 29.6 GALS OF FUEL.

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Brief of Accident (Continued)

File No. - 2547 11/17/85 SAN JOSE,CA A/C Reg. No. N41309 Time (Lcl) - 1821 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
6. OBJECT - FENCE
7. PROPER GLIDEPATH - NOT POSSIBLE - PILOT IN COMMAND
8. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7,8

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                        Brief of Accident

   File No. - 2574      11/21/85    STOCKTON,CA               A/C Reg. No. N3459T              Time (Lcl) - 1934 PST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                          Injuries
                                                                SUBSTANTIAL                  Fatal   Serious    Minor     None
    Type of Operation           -PERSONAL                      Fire                  Crew      0        0         0         2
    Flight Conducted Under      -14 CFR 91                      NONE                 Pass      0        0         0         1
    Accident Occurred During    -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 177                   Eng Make/Model - LYCOMING O-320 E2D       ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt    -    2350                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -       4                      Rated Power    -     150 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                          LODI,CA
      Completeness   - N/A                       Destination                              Airport Data
    Basic Weather    - VMC                          STOCKTON,CA                              STOCKTON
      Wind Dir/Speed- CALM                                                                   Runway Ident     - N/A
      Visibility     -      7.0    SM             ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     3000 FT SCATTERED    Type of Flight Plan - NONE               Runway Surface   - DIRT
      Lowest Ceiling         - NONE                  Type of Clearance   - IFR                Runway Status    - HIGH VEGETATION
      Obstructions to Vision- NONE                  Type Apch/Lndg      - ADF/NDB                                SOFT
      Precipitation          - NONE                                          FORCED LANDING
      Condition of Light     - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      34           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                 Current        - YES       Total       -    422          Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since   -  5        Make/Model-      64          Last 30 Days- UNK/NR
                                                Aircraft Type - 177        Instrument-      90          Last 90 Days-      19


        Instrument Rating(s)   - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER PERFORMING A PREFLIGHT INSPECTION OF HIS ACFT, THE PIC ALONG WITH A CFI WHO WAS ACTING AS HIS SAFETY PLT,
AND ANOTHER PASSENGER DEPARTED. THE CFI REPORTEDLY HAD LOGGED OVER 19,000 HOURS & POSSESSED AN ATP CERTIFICATE.
THE PIC DID NOT REPORT HAVING ANY MECHANICAL FAILURE/MALFUNCTION WITH ANY ACFT COMPONENT, & STATED THAT THE ACFT'S
FUEL GAUGES FUNCTIONED PROPERLY. DURING A PRACTICE NDB APPROACH, THE FUEL GAUGES REGISTERED "EMPTY" & ALL ENG PWR WAS
LOST. THE PIC MADE A FORCED LANDING IN A VINEYARD FIVE MILES FROM THE DESTINATION AIRPORT. THE LEFT TANK'S FUEL CAP
WAS NOT LOCATED AT THE LANDING SITE.
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Brief of Accident (Continued)

File No. - 2574 11/21/85 STOCKTON,CA A/C Reg. No. N3459T Time (Lcl) - 1934 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)
1. AIRCRAFT PREFLIGHT - INATTENTIVE - PILOT IN COMMAND
2. IFR PROCEDURE - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,INATTENTIVE -
4. FUEL SYSTEM,CAP - LACK OF
5. FLUID,FUEL - SIPHONING
6. FLUID,FUEL - EXHAUSTION
7. FUEL CONSUMPTION CALCULATIONS - NOT UNDERSTOOD - PILOT IN COMMAND
8. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
9. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7,8

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2586 11/23/85 TUSTIN,CA A/C Reg. No. N5353Y Time (Lcl) - 1550 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-A1B5
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2200 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MADERA,CA
Destination
SANTA ANA,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
JOHN WAYNE ARPT
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - ROUGH

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND

Instrument Rating(s) - AIRPLANE

Age - 51
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 8000
Make/Model- 152
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 225
Rotorcraft - UNK/NR

----Narrative----

THE PLT'S MECHANIC PERFORMED A PRE-PURCHASE INSPECTION OF THE ACFT. NO MALFUNCTIONS WERE DETECTED WITH THE FUEL SYSTEM, & THE MECHANIC INFORMED THE PLT THAT THE ACFT WAS OVERALL "IN GOOD CONDITION." LATER IN THE DAY THE PLT PURCHASED THE ACFT, & AFTER OBSERVING THAT ITS MAIN FUEL TANKS WERE VIRTUALLY FULL HE TOOK OFF. ACCORDING TO THE PLT, WITH FULL MAIN FUEL TANKS THE ACFT'S ENDURANCE WOULD BE 2.8 HRS. DURING THE FLIGHT THE PLT OBSERVED THE MAIN TANKS' FUEL GAUGES, & THEY INDICATED THE FUEL LEVEL TO BE AT 1/2 & 1/4 CAPACITY. 10 MIN LATER BOTH ENGINES LOST ALL POWER, & PLT MADE A FORCED LDG IN AN UNDERLYING SOFT FIELD. EXAM OF THE FUEL TANKS' BLADDERS REVEALED THAT SOME OF THE SNAP FASTENERS DESIGNED TO SECURE THE TOPS OF THE BLADDERS WERE EXCESSIVELY WEATHER CHECKED & HAD SHRUNK.

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Brief of Accident (Continued)

File No. - 2586   11/23/85   TUSTIN,CA   A/C Reg. No. N5353Y   Time (Lcl) - 1550 PST

Occurrence #1   MISCELLANEOUS/OTHER
Phase of Operation   STANDING

Finding(s)
1. FUEL SYSTEM,TANK - FAILURE,PARTIAL
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE - NORMAL

Finding(s)
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION

Occurrence #3   FORCED LANDING
Phase of Operation   DESCENT

Occurrence #4   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident
     File No. - 2591      11/27/85    SANTA MARIA,CA          A/C Reg. No. N32998          Time (Lcl) - 1950 PST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation         -BUSINESS                        Fire                 Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                        NONE                Pass     0        0        0        0
    Accident Occurred During  -TAXI
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-32-300            Eng Make/Model - LYCOMING IO-540-K1A5      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3400                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                    Rated Power    -     300 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing     - FSS                       Last Departure Point                       ON AIRPORT
      Method        - TELEPHONE                   OCEANO,CA
      Completeness  - WEATHER NOT PERTINENT      Destination                              Airport Data
    Basic Weather   - VMC                         SAME AS ACC/INC                          SANTA MARIA PUBLIC
      Wind Dir/Speed- 300/005 KTS                                                          Runway Ident     - 30
      Visibility    -    4.000 SM             ATC/Airspace                                 Runway Lth/Wid   -  6300/  150
      Lowest Sky/Clouds  -                      Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
      Lowest Ceiling       -  1170 FT OVERCAST   Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- FOG                Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation        - NONE                                      FULL STOP
      Condition of Light   - NIGHT(BRIGHT)
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     52          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL,CFI                        Current         - YES       Total      -   6963       Last 24 Hrs -       3
        SE LAND,ME LAND                       Months Since  - 22          Make/Model-    444       Last 30 Days- UNK/NR
                                              Aircraft Type - 152         Instrument-    595       Last 90 Days-     118
                                                                          Multi-Eng -   3470

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER COMPLETING A NIGHTTIME BUSINESS FLIGHT, THE PLT LANDED AND TAXIED TO PARKING. ENROUTE THE PLT ATTEMPTED TO TAXI
BETWEEN TWO HANGARS AND AROUND A WASH RACK. THE ACFT COLLIDED WITH AN UNMARKED CURB ADJACENT TO THE WASH RACK AND THE
GEAR COLLAPSED BENDING THE RIGHT WING. THE PLT STATED THAT THE CURB PROTRUDED INTO AN AREA OF THE RAMP WHERE ACFT ARE
PERMITTED TO TAXI.
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Brief of Accident (Continued)

File No. - 2591 11/27/85 SANTA MARIA,CA A/C Reg. No. N32998 Time (Lcl) - 1950 PST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. LIGHT CONDITION - NIGHT
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)
3. LANDING GEAR,MAIN GEAR SHOCK ABSORBING STRUT - OVERLOAD
4. WING,SPAR - BENT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2546 11/27/85 LIKELY,CA A/C Reg. No. N6878B Time (Lcl) - 1400 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - PIPER PA-18A-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/005 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 3000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LIKELY,CA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - SIMULATED FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - SNOW
Runway Status - SNOW - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 247
Make/Model- 24
Instrument- 3
Last 24 Hrs - 1
Last 30 Days- 3
Last 90 Days- 15

Instrument Rating(s) - NONE

----Narrative----

WHILE PRACTICING POWER-OFF FORCED LANDINGS IN AN OPEN, SNOW COVERED FIELD, THE PILOT SAID HE APPLIED THE THROTTLE TO ABORT THE APPROACH BUT THE ENGINE "SPUTTERED THEN QUIT." THE AIRCRAFT LANDED IN THE SNOW COVERED FIELD AND FLIPPED OVER. THE PILOT SAID HE THOUGHT "IT WAS CARBURETOR ICE." THE CLOSEST OFFICIAL WEATHER REPORTING STATION (4 NM NORTH OF THE ACCIDENT SITE) WAS REPORTING THE TEMPERATURE/DEW POINT AS 37 AND 32 DEGREES RESPECTIVELY.

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Brief of Accident (Continued)

File No. - 2546 11/27/85 LIVELY,CA A/C Reg. No. N6878B Time (Lcl) - 1400 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. FUEL SYSTEM,CARBURETOR - ICE
3. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2573   12/01/85   SAN JOSE,CA   A/C Reg. No. N75PB   Time (Lcl) - 1427 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PITTS S1-C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 1

Eng Make/Model - LYCOMING O-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/011 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - 15000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
REID-HILLVIEW
Runway Ident - 13R
Runway Lth/Wid - 3099/ 75
Runway Surface - DIRT
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 954
Make/Model - 38
Instrument - 117
Multi-Eng - 185
Last 24 Hrs - 2
Last 30 Days - 7
Last 90 Days - 25

Instrument Rating(s) - NONE

----Narrative----

THE PLT WAS PRACTICING TAKEOFF AND LANDINGS ON RWY 13 AT REID-HILLVIEW AIRPORT, SAN JOSE, CA. THE PLT REPORTED THAT DURING THE BASE LEG TO FINAL TURN, WHILE NEGOTIATING A "POWER-OFF" APCH, HE ATTEMPTED BY APPLY PWR BUT WAS UNABLE TO DO SO. THE ACFT CRASHED IN A MUDDY FIELD ABOUT 1/4 MILE NORTHWEST OF THE APCH END OF THE RWY. THE ENG OPERATED NORMALLY DURING THE POST-ACCIDENT FUNCTIONAL TEST. THE CURRENT TEMP/DEWPOINT WAS 55 DEG F AND 45 DEG F RESPECTIVELY. ACCORDING TO THE ICING PROBABILITY CURVE, THE TEMP/DEWPOINT CONDITIONS WERE FAVORABLE TO SERIOUS ICING CONDITIONS IN CRUISE OR CLIMB POWER SETTINGS.

Brief of Accident (Continued)

File No. - 2573 12/01/85 SAN JOSE,CA A/C Reg. No. N75PB Time (Lcl) - 1427 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. FUEL SYSTEM,CARBURETOR - ICE
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. TERRAIN CONDITION - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2589   12/04/85   SAN JOSE,CA   A/C Reg. No. N82009   Time (Lcl) - 1730 PST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

----Aircraft Information----

Make/Model - PIPER PA-32-301
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1G5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 190/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1100 FT SCATTERED
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary
Last Departure Point
VISALIA,CA
Destination
SAN JOSE,CA

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
SAN JOSE INTL.
Runway Ident - 12
Runway Lth/Wid - 8899/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA28181

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 428
Make/Model- 29
Instrument- 83
Last 24 Hrs - 4
Last 30 Days- 55
Last 90 Days- 98

Instrument Rating(s) - AIRPLANE

----Narrative----

AFTER COMPLETING A PERSONAL FLIGHT THE PLT LANDED THE ACFT. UPON TOUCHDOWN ON THE 8899 FT-LONG BY 150 FT-WIDE RWY THE PLT FAILED TO MAINTAIN DIRECTIONAL CONTROL OF THE ACFT. THERE WAS A 70 DEG, 8 KT. RIGHT X-WIND. THE ACFT OVERRAN THE RUNWAY'S EDGE, ENTERED A SOFT SHOULDER & ABRUPTLY CAME TO A STOP UPON VEERING 90 DEG TO ITS COURSE. THE PLT, WHO HAD 28.6 HRS OF TIME IN THE MODEL ACFT, ACKNOWLEDGED THAT HAD SHE APPLIED MORE RUDDER & BRAKE PRESSURE THE ACCIDENT COULD HAVE BEEN PREVENTED.

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Brief of Accident (Continued)

File No. - 2589 12/04/85 SAN JOSE,CA A/C Reg. No. N82009 Time (Lcl) - 1730 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. BRAKES(NORMAL) - INADEQUATE - PILOT IN COMMAND
6. RUDDER - INADEQUATE - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 2402      12/09/85    UPLAND,CA               A/C Reg. No. N64851          Time (Lcl) - 0930 PST
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----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation         -INSTRUCTIONAL                  Fire                  Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                       NONE                  Pass     0        0        0        0
    Accident Occurred During  -TAXI
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152               Eng Make/Model - LYCOMING O-235-L2C      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    1670                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                   Rated Power    -      110 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                      ON AIRPORT
      Method         - N/A                      SAME AS ACC/INC
      Completeness   - N/A                     Destination                           Airport Data
    Basic Weather    - VMC                      LOCAL                                   CABLE
      Wind Dir/Speed- 240/004 KTS                                                       Runway Ident     - 24
      Visibility    -     10.0   SM          ATC/Airspace                               Runway Lth/Wid   -  3785/   75
      Lowest Sky/Clouds  -     CLEAR           Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE             Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     47              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
        STUDENT                            Current         - N/A       Total      -      21        Last 24 Hrs -       5
                                           Months Since    - N/A       Make/Model-      21        Last 30 Days- UNK/NR
                                           Aircraft Type   - N/A       Instrument-       4        Last 90 Days-      20
                                                                       Multi-Eng - UNK/NR         Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
ON DECEMBER 9, 1985 AT 0730 PST A CESSNA 152 REGISTERED TO WALTER D. CABLE OF UPAND, CALIFORNIA COLLIDED WITH A PARKED
TRUCK WHILE TAXIING FOR TAKEOFF ON THE PARALELLEL TAXIWAY OF RWY 24 AT CABLE AIRPORT, UPLAND, CA. VMC PREVAILED AT THE
TIME. THE AIRPORT WAS UNDER CONTRUCTION AND BEING RESURFACED. THE TAXIWAY CENTERLINES HAD NOT BEEN REPAINTED. A
CONTRACTORS TRUCK WAS PARKED CLOSE TO THE TAXIWAY, BUT THERE WAS SUFFICIENT SPACE FOR A CESSNA 152 TO TAXI AROUND.
THE TRUCK WAS EQUIPPED WITH LADDER RACKS THAT PROTRUDED FROM THE TRUCKS BODY. THE LADDER RACKS WERE RACKS THAT
PROTRUDED FORM THE TRUCKS BODY. THE LADDER RACKS WERE NOT CLEARLY VISIBLE TO THE STUDENT PILOT. AS THE AIRCRAFT TAXIIED
ABEAM THE TRUCK, THE RIFHT WING TIP STRUCK THE LADDER RACK. THE STUDENT PILOT APPLIED THE BRAKES BUT THE AIRCRAFT
GROUND LOOPED TO THE RIGHT. THE RIGHT WING STURCK THE LADDER RACK AGAIN A FEW FEET INBOARD OF THE WING TIP. THE
STUDENT PILOT INDICATED ON THE PILOT AIRCRAFT ACCIDENT REPORT THAT THERE WAS NO MECHANICAL FAILURE OF MALFUNCTION.
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Brief of Accident (Continued)

File No. - 2402 12/09/85 UPLAND,CA A/C Reg. No. N6485 Time (Lcl) - 0930 PST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)
1 AIRPORT FACILITIES,TAXIWAY CONDITION - CONGESTED
2 CLEARANCE - INADEQUATE - DRIVER OF VEHICLE
3 CLEARANCE - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. OTHER AIRPORT/RUNWAY MAINTENANCE - IMPROPER USE OF - AIRPORT PERSONNEL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2437   12/11/85   YUBA CITY,CA   A/C Reg. No. N2708X   Time (Lcl) - 1505 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - BUSINESS
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	1

----Aircraft Information----

Make/Model - CESSNA 335
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5935
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 330/022 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - UNK/NR
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
YUBA CITY,CA
Destination
YUBA CITY,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
SUTTER CO
Runway Ident - 35
Runway Lth/Wid - 3040/ 75
Runway Surface - DIRT
Runway Status - DRY
SOFT

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND
GLIDER

Age - 46
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - C-335

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 10000
Make/Model - 6000
Instrument - 550
Multi-Eng - 2800
Last 24 Hrs - UNK/NR
Last 30 Days - 10
Last 90 Days - 10
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

UPON COMPLETING A 35 MIN SIGHT-SEEING FLIGHT THE PLT ENTERED THE TRAFFIC PATTERN & PREPARED FOR LANDING. WHILE DESCENDING, BOTH ENGINES LOST ALL POWER. THE PLT STATED THAT HE REPOSITIONED THE FUEL SELECTORS TO THE AUX TANKS, POWER WAS RESTORED TO THE LEFT ENGINE, & THE ACFT "STARTED A VMC ROLL TO THE RIGHT." AT THE TIME THE ACFT WAS 300 FT AGL. UNABLE TO MAINTAIN DIRECTIONAL CONTROL, THE PLT REDUCED PWR & THE ACFT DESCENDED INTO TERRAIN COMING TO REST 500 YDS FROM THE ARPT. THE PLT ACKNOWLEDGED THAT THE LOSS OF ENG POWER RUSULTED FROM HIS IMPROPER FUEL MANAGEMENT.

Brief of Accident (Continued)

File No. - 2437 12/11/85 YUBA CITY,CA A/C Reg. No. N2708X Time (Lcl) - 1505 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
2. CHECKLIST - NOT MAINTAINED - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #4 FIRE
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

      File No. - 2483      12/13/85    MADERA,CA              A/C Reg. No. N3107G           Time (Lcl) - 0559 PST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-AGRICULTURAL AIRCRAFT          Aircraft Damage                    Injuries
                                                                 DESTROYED                 Fatal   Serious   Minor    None
      Type of Operation         -AERIAL APPLICATION             Fire                Crew     0        1        0        0
      Flight Conducted Under    -14 CFR 137                      NONE               Pass     0        0        0        0
      Accident Occurred During  -MANEUVERING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - HILLER H-23A             Eng Make/Model - FRANKLUN 6V-335-B      ELT Installed/Activated - NO -N/A
      Landing Gear   - SKID                     Number Engines -  1                       Stall Warning System - NO
      Max Gross Wt   -    2500                  Engine Type    - RECIPROCATING-CARBURETOR
      No  of Seats   -       3                  Rated Power    -     210 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                     OFF AIRPORT/STRIP
        Method         - N/A                       MADERA,CA
        Completeness   - N/A                    Destination                             Airport Data
      Basic Weather    - IMC                       LOCAL
        Wind Dir/Speed- UNK/NR                                                            Runway Ident     - N/A
        Visibility     -      8.0    SM        ATC/Airspace                               Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -                     Type of Flight Plan - NONE               Runway Surface   - N/A
        Lowest Ceiling          - UNK/NR         Type of Clearance   - NONE               Runway Status    - N/A
        Obstructions to Vision- FOG              Type Apch/Lndg      - NONE
        Precipitation           - NONE
        Condition of Light      - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -      39            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
         ATP,CFI                              Current         - YES     Total      -    3285      Last 24 Hrs -       3
         SE LAND                              Months Since    -  6      Make/Model -       3      Last 30 Days-       8
         HELICOPTER                           Aircraft Type   - S-55T   Instrument-      63      Last 90 Days-      31
                                                                        Multi-Eng  - UNK/NR      Rotorcraft  -    3046

         Instrument Rating(s)  - AIRPLANE,HELICOPTER
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE HELICOPTER CRASHED DURING A LOCAL FROST PROTECTION FLIGHT. AFTER ABOUT ONE HOUR OF LIGHT, IN DARK NIGHT
TIME CONDITIONS, FOG APPEARED SUDDENLY AND THE PILOT BECAME DISORIENTED AND CRASHED INTO THE GROUND.
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Brief of Accident (Continued)

File No. - 2483 12/13/85 MADERA,CA A/C Reg. No. N3107G Time (Lcl) - 0559 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. WEATHER CONDITION - FOG
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
4. BECAME LOST/DISORIENTED - NOT CORRECTED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2599   12/17/85   CANOGA PARK,CA   A/C Reg. No. N6740P   Time (Lcl) - 1646 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
CAMARILLO,CA
Destination
HUNTINGTON,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - PA24250

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 760
Make/Model- 410
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 30

Instrument Rating(s) - NONE

----Narrative----

WHILE THE PLT WAS CRUISIN IN HIS OWN ACFT, AN ENG OIL LEAK DEVELOPED. OIL PRESSURE DECREASED & ENG POWER WAS LOST. THE PLT ATTEMPTED TO MAKE AN EMERGENCY LDG ON A CITY STREET. ON APPROACH THE ACFT COLLIDED WITH POWER LINES & A FENCE, & THE ACFT CAME TO REST UPSIDE DOWN. EXAM OF THE PARTIALLY OIL COVERED ENG REVEALED THAT AN OIL FLEX HOSE TO THE OIL COOLER HAD BEEN PREVIOUSLY WRAPPED WITH A METALLIC-LIKE TAPE. THE HOSE, WHICH WAS OIL-COVERED, HAD A BRITTLE/CRUMBLY APPEARING CORE.

File No. - 2599 12/17/85 CANOGA PARK,CA A/C Reg. No. N6740P Time (Lcl) - 1646 PST

BEST COPY AVAILABLE

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. MAINTENANCE - IMPROPER - PILOT IN COMMAND
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
3. LUBRICATING SYSTEM,OIL HOSE - CRACKED
4. MAINTENANCE,REPLACEMENT - NOT PERFORMED - PILOT IN COMMAND
5. LUBRICATING SYSTEM,OIL HOSE - PREVIOUS DAMAGE
6. LUBRICATING SYSTEM,OIL HOSE - FAILURE,TOTAL
7. FLUID,OIL - LOSS,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)
8. OBJECT - WIRE,TRANSMISSION
9. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2590      12/18/85    ARBUCKLE,CA                A/C Reg. No. N4946H            Time (Lcl) - 1600 PST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                    Fatal   Serious   Minor    None
    Type of Operation         -INSTRUCTIONAL                  Fire                     Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                       NONE                    Pass     0        0        0        0
    Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152              Eng Make/Model - LYCOMING O-235            ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1670                 Engine Type     -.RECIPROCATING-CARBURETOR
    No. of Seats   -       2                 Rated Power     -      110 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
    Wx Briefing       - FSS                       Last Departure Point                      ON AIRPORT
      Method          - TELEPHONE                   WILLOWS,CA
      Completeness    - WEATHER NOT PERTINENT     Destination                              Airport Data
    Basic Weather     - VMC                         ARBUCKLE,CA
      Wind Dir/Speed- CALM                                                                   Runway Ident      - UNK/NR
      Visibility      -    10.0   SM            ATC/Airspace                                 Runway Lth/Wid    - UNK/NR
      Lowest Sky/Clouds  -      CLEAR             Type of Flight Plan - NONE                 Runway Surface    - GRAVEL
      Lowest Ceiling        - NONE                Type of Clearance   - NONE                 Runway Status     - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - FULL STOP
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     20             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
        STUDENT                              Current       - N/A        Total       -      35        Last 24 Hrs - UNK/NR
                                             Months Since  - N/A        Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                             Aircraft Type - N/A        Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                        Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE 35-HR STUDENT PLT WAS AUTHORIZED TO FLY ON A SOLO INSTRUCTIONAL FLIGHT TO THE COLUSA COUNTY ARPT. BUT, FOR
"PERSONAL REASONS" THE STUDENT DISOBEYED HIS CFI & LANDED AT AN UNCHARTED, GRAVEL, PRIVATE AIRSTRIP. DURING
LANDING ROLL OUT THE STUDENT FAILED TO MAINTAIN DIRECTIONAL CONTROL OF THE ACFT. THE ACFT'S LEFT WHEEL ROLLED
OFF THE EDGE OF THE RWY & THE LEFT WING TIP COLLIDED WITH A TREE.

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File No. - 2590   12/18/85   ARBUCKLE,CA   A/C Reg. No. N4946H   Time (Lcl) - 1600 PST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - INTENTIONAL - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2500      12/19/85   NEWPORT BEACH,CA          A/C Reg. No. N9044P            Time (Lcl) - 0753 PST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                                 DESTROYED                  Fatal   Serious   Minor     None
     Type of Operation          -PERSONAL                        Fire               Crew       1        0        0         0
     Flight Conducted Under     -14 CFR 91                       NONE               Pass       0        0        0         0
     Accident Occurred During   -DESCENT
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA24-260             Eng Make/Model - LYCOMING IO-540-D4A5      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    3100                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       1                    Rated Power    -    260 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                          SAN DIEGO,CA
       Completeness   - N/A                       Destination                              Airport Data
     Basic Weather    - VMC                          TORRENCE,CA                              JOHN WAYNE/ORANGE COUNTY
       Wind Dir/Speed- 110/005 KTS                                                             Runway Ident     - N/A
       Visibility     -    30.0   SM            ATC/Airspace                                   Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      CLEAR             Type of Flight Plan - NONE                  Runway Surface   - GRASS/TURF
       Lowest Ceiling          - NONE              Type of Clearance   - NONE                  Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      37          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                Current        - YES       Total       -    148        Last 24 Hrs -      1
         SE LAND                                Months Since  -  4         Make/Model-      61        Last 30 Days-      5
                                                Aircraft Type - PA24260    Instrument-      21        Last 90 Days-     13


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH SOME TREES AND A HOUSE WHILE EXECUTING AN EMERGENCY LANDING DUE TO A LOSS OF POWER. THE
PLT REPTD EXPERIENCING A LOSS OF POWER TO THE COAST TRACON SHORE CONTROLLER. THE PLT REQUESTED & RCVD A RADAR
HEADING TO SNA. THE ACFT WAS ABOUT 11 MILES S.E. OF SNA AT 4,500 FT M.S.L. WHEN THE ACFT WAS ABOUT 3 MILES S.E.
OF SNA THE PLT REPTD THAT HIS ALTITUDE WAS INSUFFICIENT TO MAKE THE AIRPORT AND REQUESTED ADVICE FROM THE
CONTROLLER. THE CONTROLLER ADVISED THE PLT TO FIND AN OPEN SPACE & TRY TO LAND IT. THE WRECKAGE EXAM DISCLSD THE
RIGHT MAIN FUEL TANK WAS EMPTY AND THAT THE FUEL SELECTOR WAS POSITIONED TO THE RIGHT MAIN FUEL TANK  THE ENGINE
OPERATED NORMALLY ON A TEST STAND. THE CONTROLLER STATED WHEN INTERVIEWED THAT WHEN THE ACFT CROSSED OVER THE
SHORELINE SHE DIDN'T THINK THE ACFT WOULD BE ABLE TO LAND ATSNA. SHE DID NOT ADVISE THE PLT OF HER CONCERN; NOR WAS SHE
REQUIRED TOO.
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File No. - 2500   12/19/85   NEWPORT BEACH,CA   A/C Reg. No. N9044P   Time (Lcl) - 0753 PST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - STARVATION
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
4. OBJECT - TREE(S)
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. OBJECT - RESIDENCE
7. ALTITUDE - MISJUDGED - PILOT IN COMMAND
8. PROPER ASSISTANCE - INADEQUATE - ATC PERSONNEL(DEP/APCH)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,7

Factor(s) relating to this accident is/are finding(s) 1,4,6,8

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                                                        Brief of Accident

       File No. - 2424       3/28/85    CALHAN,CO                  A/C Reg. No. N772CB              Time (Lcl) - 1930 MST
-------------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                   DESTROYED                   Fatal     Serious     Minor       None
      Type of Operation          -BUSINESS                        Fire                 Crew      0          0          1          0
      Flight Conducted Under     -14 CFR 91                        NONE                 Pass      1          0          1          1
      Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - GULFSTREAM COMMANDER 681       Eng Make/Model - GARRETT TPE-331-1151K     ELT Installed/Activated - YES-UNK/NR
      Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines -  2                           Stall Warning System - YES
      Max Gross Wt   -    9450                        Engine Type    - TURBOPROP
      No. of Seats   -       9                        Rated Power    -     575 HP
-------------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                Airport Proximity
      Wx Briefing      - FSS                         Last Departure Point                     OFF AIRPORT/STRIP
        Method         - ACFT RADIO                    VAN NUYS,CA
        Completeness   - FULL                       Destination                            Airport Data
      Basic Weather    - IMC                           DENVER,CO
        Wind Dir/Speed- 120/010 KTS                                                          Runway Ident     - N/A
        Visibility     - UNK/NR                    ATC/Airspace                              Runway Lth/Wid   - N/A
        Lowest Sky/Clouds -       UNK/NR             Type of Flight Plan - NONE              Runway Surface   - N/A
        Lowest Ceiling        - UNK/NR               Type of Clearance   - NONE              Runway Status    - N/A
        Obstructions to Vision- UNK/NR               Type Apch/Lndg      - NONE
        Precipitation         - SNOW
        Condition of Light    - DUSK
-------------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -      37              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                   Flight Time (Hours)
          PRIVATE                               Current         - YES        Total        -    411        Last 24 Hrs -       12
          SE LAND,ME LAND                       Months Since    -  1         Make/Model-     376        Last 30 Days- UNK/NR
                                                Aircraft Type - PA-34        Instrument-      45        Last 90 Days-       37
                                                                             Multi-Eng -     380

          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A XCOUNTRY FLT FROM WI TO CA AND RETURN, THE NONINST, LOW EXPERIENCED PVT PLT, FLEW INTO IMC CONDITIONS.
THE ACFT IMPACTED FLAT SNOW-COVERED GRD, DESTROYING THE ACFT AND FATALLY INJURING HIS PAX.  EXAM OF WRECKAGE
REVEALED NO EVIDENCE OF PRE-ACC MALFUNCTION OF THE ACFT OR ITS PWR PLANTS.

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Brief of Accident (Continued)

File No. - 2424 3/28/85 CALHAN,CO A/C Reg. No. N772CB Time (Lcl) - 1930 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)
1. LIGHT CONDITION - NIGHT
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION,INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
4. WEATHER CONDITION - TURBULENCE
5. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
6. IMPROPER DECISION,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
7. WEATHER CONDITION - NIGHT
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
9. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - NORMAL

Finding(s)
10. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
11. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
12. TERRAIN CONDITION - OPEN FIELD
13. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,8,9,10,11

Factor(s) relating to this accident is/are finding(s) 1,4,7,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2520       7/12/85    ASPEN,CO                  A/C Reg. No. N2443Y           Time (Lcl) - 1200 MDT
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                 DESTROYED                    Fatal    Serious    Minor     None
      Type of Operation          -INSTRUCTIONAL                 Fire               Crew        1          1         0        0
      Flight Conducted Under     -14 CFR 91                      NONE              Pass        0          0         0        0
      Accident Occurred During   -CLIMB
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-28-161            Eng Make/Model - LYCOMING O-320-D3G       ELT Installed/Activated - YES-UNK/NR
      Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                         Stall Warning System - YES
      Max Gross Wt   -    2325                    Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                    Rated Power     -     160 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                   Airport Proximity
      Wx Briefing      - FSS                       Last Departure Point                        OFF AIRPORT/STRIP
        Method         - TELEPHONE                   SAME AS ACC/INC
        Completeness   - UNK/NR                   Destination                              Airport Data
      Basic Weather    - VMC                         LEADVILLE,CO
        Wind Dir/Speed- 270/009 KTS                                                          Runway Ident     - N/A
        Visibility     -    30.0   SM            ATC/Airspace                                 Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE                 Runway Surface   - N/A
        Lowest Ceiling        -    7000 FT BROKEN  Type of Clearance    - VFR                 Runway Status    - N/A
        Obstructions to Vision- NONE               Type Apch/Lndg       - NONE
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      30           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
          COMMERCIAL,CFI                        Current       - YES      Total       -    517         Last 24 Hrs -        3
          SE LAND                               Months Since  -  7       Make/Model-      244         Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR   Instrument-        0         Last 90 Days-      190
                                                                         Multi-Eng -        4

          Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
CFI AND STUDENT DEPARTED ASPEN, COLORADO, ON A DUAL X-COUNTRY FLT. THE DENSITY ALTITUDE AT THE TIME OF DEPARTURE
WAS CALCULATED TO BE 9954 FEET. THE CFI DIRECTED STUDENT TO FLY UP A CANYON IN AN AREA OF RISING TERRAIN. THE
CFI TOOK CONTROL OF ACFT AND WAS UNABLE TO CLIMB OVER TERRAIN THAT RISES UPWARD TO 11000 FEET. THE ACFT STRUCK
TALL TREES AT THE 9800 FOOT LEVEL. THE ACCIDENT SITE DENSITY ALTITUDE WAS CALCULATED TO BE 11916 FEET. THE ACFT
SERVICE CEILING IS 12000 FEET.

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Brief of Accident (Continued)

File No. - 2520 7/12/85 ASPEN,CO A/C Reg. No. N2443Y Time (Lcl) - 1200 MDT

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Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
2. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND(CFI)
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND(CFI)
5. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
8. OBJECT - TREE(S)
9. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,7,9

Factor(s) relating to this accident is/are finding(s) 3,6,8

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                                National Transportation Safety Board
                                      Washington, D.C. 20594



                                         Brief of Accident

      File No. - 2531       7/30/85    PUEBLO,CO                  A/C Reg. No. N1818Z          Time (Lcl) - 1358 MDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                 Fatal   Serious   Minor    None
      Type of Operation         -PERSONAL                     Fire                 Crew      0        0        1        0
      Flight Conducted Under    -14 CFR 91                      NONE               Pass      0        0        4        0
      Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 205                  Eng Make/Model - CONTINENTAL IO-470-S      ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    3350                     Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -       6                     Rated Power    -     260 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                  Airport Proximity
      Wx Briefing      - FSS                      Last Departure Point                      OFF AIRPORT/STRIP
        Method         - TELEPHONE                  PUEBLO,CO
        Completeness   - FULL                    Destination                               Airport Data
      Basic Weather    - VMC                        HUNTINGTON BCH,CA
        Wind Dir/Speed- CALM                                                                  Runway Ident     - N/A
        Visibility     -    80.0   SM           ATC/Airspace                                  Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -      1500 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - GRASS/TURF
        Lowest Ceiling          - NONE             Type of Clearance    - NONE              Runway Status    - SOFT
        Obstructions to Vision- NONE               Type Apch/Lndg       - FORCED LANDING
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -      43             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                       Flight Time (Hours)
          PRIVATE                               Current        - YES          Total      -    481         Last 24 Hrs -       3
          SE LAND                               Months Since   - 12           Make/Model-     132         Last 30 Days- UNK/NR
                                                Aircraft Type  - 205          Instrument-       5         Last 90 Days-      31


          Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT/OWNER DEPARTED PUEBLO, CO, ON A VFR PLEASURE FLT TO CALIFORNIA. DURING THE FLT THE PLT ENCOUNTERED IMC AND
ELECTED TO RETURN TO PUEBLO. WITNESSES OBSERVED THE PLT MAKING LOW PASSES OVER HIS PARENT'S HOME IN WEST PUEBLO JUST
PRIOR TO IMPACTING ROLLING TERRAIN. THE ACFT WAS SUBSTANTIALLY DAMAGED, HOWEVER, THE PLT REPORTED THAT ALL OCCUPANTS
OF THE ACFT RECEIVED MINOR INJURIES.

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Brief of Accident (Continued)

File No. - 2531   7/30/85   PUEBLO,CO   A/C Reg. No. N1818Z   Time (Lcl) - 1358 MDT

Occurrence #1   LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation   MANEUVERING

Finding(s)
1. BUZZING - PERFORMED - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No.  2513       7/30/85    BOULDER,CO                A/C Reg. No. N5430Z            Time (Lcl) - 1145 MDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL              Fatal    Serious    Minor     None
    Type of Operation         -PERSONAL                       Fire              Crew      0         0         0         1
    Flight Conducted Under    -14 CFR 91                       NONE             Pass      0         0         0         2
    Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-22                 Eng Make/Model - LYCOMING O-320-A1A       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    1800                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                      Rated Power    -    150 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
      Method        - N/A                         BOULDER,CO
      Completeness  - N/A                      Destination                               Airport Data
    Basic Weather   - VMC                         LOCAL                                    BOULDER
      Wind Dir/Speed- CALM                                                                 Runway Ident    - N/A
      Visibility    -    15.0   SM            ATC/Airspace                                 Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -    UNK/NR            Type of Flight Plan - NONE                 Runway Surface  - DIRT
      Lowest Ceiling         - NONE             Type of Clearance   - NONE                 Runway Status   - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE                                   FORCED LANDING
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     31              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
       COMMERCIAL                           Current        - YES       Total       -   1119        Last 24 Hrs -      2
       SE LAND,ME LAND                      Months Since   - 14        Make/Model-      215        Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR     Instrument-      172        Last 90 Days-     63
                                                                        Multi-Eng -      22

       Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE PLT, HE WAS APPROACHING THE BOULDER MUNICIPAL ARPT, BOULDER, COLORADO, FOR A VFR LANDING WHEN HIS
ENGINE FAILED TO DEVELOP SUFFICIENT POWER TO SUSTAIN FLIGHT.  A FORCED LANDING WAS MADE TO A FARMER'S FIELD. THE ACFT
SUSTAINED SUBSTANTIAL DAMAGE, HOWEVER, THERE WERE NO INJURIES TO THE OCCUPANTS OF THE ACFT.
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Brief of Accident (Continued)

File No. - 2513 7/30/85 BOULDER,CO A/C Reg. No. N5430Z Time (Lcl) - 1145 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. FUEL SYSTEM,CARBURETOR - WORN
2. MAINTENANCE,ANNUAL INSPECTION - POOR - OTHER MAINTENANCE PSNL
3. CARBURETOR HEAT CONTROL,LINKAGE - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
4. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
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Brief of Accident

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    File No. - 2530       8/10/85    DENVER,CO                  A/C Reg. No. N3643R            Time (Lcl) - 1947 MDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                         Injuries
     Name of Carrier            -OKLAHOMA JET INC.               CESTROYED                    Fatal   Serious   Minor   None
     Type of Operation          -NON SCHED,DOMESTIC,PASSENGER   Fire                  Crew      0        0        1       C
     Flight Conducted Under     -14 CFR 135                      ON GROUND            Pass      0        1        2       0
     Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-60-600              Eng Make/Model - AVCO LYCOMING IO-540-K1J5 ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                         Stall Warning System - UNK/NR
     Max Gross Wt   -    5500                      Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -       6                      Rated Power     -     290 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                  Airport Proximity
     Wx Briefing      - FSS                         Last Departure Point                       ON AIRPORT
       Method         - TELEPHONE                     SAME AS ACC/INC
       Completeness   - UNK/NR                     Destination                               Airport Data
     Basic Weather    - VMC                           CHANDLER,OK                                STAPLETON INTN'T
       Wind Dir/Speed- 170/020 KTS                                                               Runway Ident     - 08R
       Visibility     -    50.0   SM              ATC/Airspace                                   Runway Lth/Wid   - 10010/  150
       Lowest Sky/Clouds  -    25000 FT SCATTERED  Type of Flight Plan - IFR                      Runway Surface   - CONCRETE
       Lowest Ceiling          - NONE              Type of Clearance   - IFR                      Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     23               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL,CFI                          Current         - YES        Total       -   1529       Last 24 Hrs -       3
         SE LAND,ME LAND                         Months Since   -  3          Make/Model-      97       Last 30 Days- UNK/NR
                                                 Aircraft Type  - PA-34       Instrument-     161       Last 90 Days-     259
                                                                              Multi-Eng -     425

         Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
PILOT IN COMMAND STATED THAT HE WAITED APRX 90 SECONDS AFTER A B-727 DEPARTED ON RWY 8R DUE TO POSSIBLE WAKE
TURBULENCE. PLT CONTINUED TO STATE THAT HE USED A SHORT FIELD TAKEOFF PROCEDURE TO CLIMB ABOVE THE FLT PATH OF
THE B-727. HE STATED THAT DURING CLIMBOUT N3643R BEGAN AN UNCOMMANDED ROLL TO THE LEFT AT APRX 600 FEET. THE PLT
REGAINED ROLL CONTROL JUST PIROR TO GROUND IMPACT. THE PIPER AEROSTAR IS CERTIFICATED WITHOUT A STALL WARNING
DEVICE. THE WIND AT STAPLETON ARPT AT THE TIME N3643R TOOKOFF WAS 170 DEGREES AT 20 KTS WITH GUSTS TO 28 KTS.
ACCORDING TO THE PLT OPERATING HANDBOOK, THE DEMONSTRATED CROSSWIND COMPONENT IS 15 KNTS.
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                                  Brief of Accident (Continued)

     File No. - 2530       8/10/85    DENVER,CO                  A/C Reg. No. N3643R            Time (Lcl) - 1947 MDT
-------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
   1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
   2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,COMPANY-INDUCED PRESSURE - PILOT IN COMMAND
   3. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
   4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
   5. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - EMERGENCY
-------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,4,5
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                              National Transportation Safety Board
                                    Washington, D.C. 20594



                                        Brief of Accident

    File No. - 2558     11/17/85    BERTHOUD,CO                  A/C Reg. No. N1832G              Time (Lcl) - 1415 MST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                    Fatal    Serious    Minor    None
    Type of Operation         -PERSONAL                       Fire                     Crew    0         0          0        1
    Flight Conducted Under    -14 CFR 91                       NONE                    Pass    0         0          0        0
    Accident Occurred During  -TAXI
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CHAMPION 7KCAB                   Eng Make/Model - LYCOMING IO-320-E2A      ELT Installed/Activated - YES/NO
    Landing Gear  - TAILWHEEL-ALL FIXED              Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt  -    1650                          Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  -       2                          Rated Power    -      150 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                      Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING          Last Departure Point                      ON AIRSTRIP
      Method         - N/A                              SAME AS ACC/INC
      Completeness   - N/A                            Destination                           Airport Data
    Basic Weather    - VMC                              LOCAL
      Wind Dir/Speed- 330/008 KTS                                                               Runway Ident     - UNK/NR
      Visibility     -     8.0   SM                 ATC/Airspace                                Runway Lth/Wid   -  .000 -UNK/NR
      Lowest Sky/Clouds  -      5000 FT THIN OVC      Type of Flight Plan - NONE                Runway Surface   - SNOW
      Lowest Ceiling         - NONE                   Type of Clearance   - NONE                Runway Status    - SNOW - COMPACTED
      Obstructions to Vision- NONE                    Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel information----
   Pilot-In-Command                           Age -      41             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                  Current        - YES     Total       -     715        Last 24 Hrs -       1
        SE LAND                                  Months Since   -  8      Make/Model-      132        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR   Instrument-       59        Last 90 Days-       0


        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT HE MADE 7-9 HIGH SPEED TAXIES TO PACK THE SNOW ON THE GRASS STRIP, ABORTING MID-STRIP WHEN
FLYING SPEED WAS NOT ATTAINED. ON THE FINAL RUN, THE PLT SAID THE ACFT AGAIN FAILED TO REACH FLYING SPEED AND
DECIDED TO ABORT MID-STRIP. THE PLT STATED HE CLOSED THE THROTTLE AND PULLED BACK ON THE STICK, HOWEVER, THE
ACFT DECELERATED QUICKER THAN USUAL AND ROLLED OVER ITS NOSE ONTO ITS BACK.

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Brief of Accident (Continued)

File No. - 2558   11/17/85   BERTHOUD,CO   A/C Reg. No. N1832G   Time (Lcl) - 1415 MST

Occurrence   NOSE OVER
Phase of Operation   TAXI

Finding(s)
1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

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Brief of Accident

File No. - 2555   11/17/85   ENGLEWOOD,CO   A/C Reg. No. N4C52K   Time (Lcl) - 0845 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	1

----Aircraft Information----

Make/Model - BALLOON WORKS FIREFLY 8B
Landing Gear - EMERGENCY FLOAT
Max Gross Wt - 1050
No. of Seats - UNK/NR

Eng Make/Model -
Number Engines - 1
Engine Type -
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 095/006 KTS
Visibility - 46.0 SM
Lowest Sky/Clouds - 6000 FT THIN BKN
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ENGLEWOOD,CO
Destination
ENGLEWOOD,CO

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE

FREE BALLOON

Instrument Rating(s) - NONE

Age - 39
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - FIREFLY

Medical Certificate - NO MEDICAL
Flight Time (Hours)
Total - 48
Make/Model- 34
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 3

----Narrative----

THE PLT STATED THAT WHILE ON A BALLOON FLT, THE BLAST VALVE, WHICH OPERATES THE BURNER FLAME, STUCK OPEN DURING ONE OF THE BURNS. THE PLT ATTEMPTED UNSUCCESSFULLY TO DISENGAGE THE BLAST VALVE. WHEN THE PLT COULD NOT STOP THE FLAME WITH THE BLAST VALVE, HE MANUALLY CLOSED THE THREE PROPANE TANKS. TO LAND, THE PLT OPENED A PROPANE TANK, RELIGHTING EACH TIME HE WISHED TO MAKE A BURN. UPON LANDING, THE ENVELOPE SHIFTED OVER THE FLAME, BURNING SEVEN GORE PANELS.

Brief of Accident (Continued)

File No. - 2555 11/17/85 ENGLEWOOD,CO A/C Reg. No. N4052K Time (Lcl) - 0845 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - WATER
2. BALLOON EQUIPMENT,HEATER SYSTEM - BOGUS PART
3. BALLOON EQUIPMENT,HEATER SYSTEM - ICE

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation LANDING

Finding(s)
4. BALLOON EQUIPMENT,ENVELOPE - BURNED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

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Brief of Accident

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     File No. - 2557      12/20/85    LONGMONT,CO                A/C Reg. No. N7609F          Time (Lcl) - 0830 MST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                              SUBSTANTIAL                    Fatal   Serious   Minor    None
    Type of Operation       -INSTRUCTIONAL                   Fire                     Crew     0        0        0       1
    Flight Conducted Under  -14 CFR 91                        NONE                    Pass     0        0        0       0
    Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172N                 Eng Make/Model - LYCOMING O-320-H2AD       ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2150                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                      Rated Power    -     150 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRPORT
       Method         - N/A                        BROOMFIELD,CO
       Completeness   - N/A                     Destination                             Airport Data
     Basic Weather    - VMC                        LOCAL                                  LONGMONT MUNICIPAL
       Wind Dir/Speed- 320/005 KTS                                                        Runway Ident     - 29
       Visibility    -   50.0   SM             ATC/Airspace                               Runway Lth/Wid   -  4200/   60
       Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE              Runway Surface   - ASPHALT
       Lowest Ceiling        - NONE               Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      19           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
       STUDENT                                  Current      - N/A        Total      -      35       Last 24 Hrs - UNK/NR
                                                Months Since - N/A        Make/Model-      35       Last 30 Days- UNK/NR
                                                Aircraft Type - N/A       Instrument-       0       Last 90 Days-     13

       Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE STUDENT PLT HE MADE A NORMAL APCH TO LANDING. THE RUNWAY HAD NOT BEEN CLEARED OF SNOW TO ITS
FULL WIDTH. THE ACFT'S LEFT WHEEL TOUCHED THE SNOW PULLING THE ACFT OFF THE RWY AND THE ACFT FLIPPED OVER.
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Brief of Accident (Continued)

File No. - 2557 12/20/85 LONGMONT,CO A/C Reg. No. N7609F Time (Lcl) - 0830 MST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FACILITY,INADEQUATE DESIGN(STANDARD/REQUIREMENT) - AIRPORT PERSONNEL
2. AIRPORT FACILITIES - FOREIGN SUBSTANCE COVERED
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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Brief of Accident

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     File No. - 2598      12/29/85    BROOMFIELD,CO              A/C Reg. No. N96321            Time (Lcl) - 1538 MST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI               Aircraft Damage                        Injuries
                                                                   DESTROYED                    Fatal   Serious   Minor    None
      Type of Operation           -PERSONAL                       Fire                    Crew     0        0        1       0
      Flight Conducted Under      -14 CFR 91                       NONE                   Pass     0        0        1       0
      Accident Occurred During    -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 172P                    Eng Make/Model - LYCOMING O320D2J         ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-FIXED                 Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    2150                        Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      4                         Rated Power    -      160 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                  Airport Proximity
      Wx Briefing      - FSS                         Last Departure Point                       ON AIRPORT
        Method         - TELEPHONE                     ERIE,CO
        Completeness   - FULL                        Destination                              Airport Data
      Basic Weather    - VMC                           BROOMFIELD,CO                            JEFFCO
        Wind Dir/Speed- 250/020 KTS                                                             Runway Ident     - 29R
        Visibility     -    75.0   SM              ATC/Airspace                                 Runway Lth/Wid   -  7500/  100
        Lowest Sky/Clouds  -     15000 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
        Lowest Ceiling         - NONE                Type of Clearance   - VFR                  Runway Status    - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      24                Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                      Flight Time (Hours)
        PRIVATE                                Current        - YES          Total      -      82          Last 24 Hrs -     3
        SE LAND                                Months Since   - 13           Make/Model-       31          Last 30 Days-     4
                                               Aircraft Type  - 172          Instrument-        1          Last 90 Days-     8
                                                                             Multi-Eng - UNK/NR            Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT DRIFTED OFF THE RUNWAY DURING THE FLARE/TOUCHDOWN PHASE OF LDG DUE TO PLT FAILURE TO CORRECT FOR A 20 KT XWIND
CONDITION. THE PLT ATTEMPTED TO MAKE A GO-AROUND AT A LOW A/S AND WITH LDG FLAPS (25 DEGREES) EXTENDED, RESULTING IN
LOSS OF CONTROL AND COLLISION WITH A WATER TWR, FOLLOWED BY GRND IMPACT AND NOSE OVER.

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Brief of Accident (Continued)

File No. - 2593 12/29/85 BROOMFIELD,CO A/C Reg. No. N96321 Time (Lcl) - 1538 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)
3. WEATHER CONDITION - CROSSWIND
4. GO-AROUND - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

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Brief of Accident

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     File No. - 2511       4/10/85    EAST HADDAM,CT               A/C Reg. No. N55408             Time (Lcl) - 1428 EST
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage                        Injuries
                                                                  DESTROYED                     Fatal   Serious    Minor     None
    Type of Operation          -PERSONAL                         Fire                    Crew     0         1        0         0
    Flight Conducted Under     -14 CFR 91                         NONE                   Pass     1         0        0         0
    Accident Occurred During   -APPROACH
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-180                Eng Make/Model - LYCOMING O-360-A4A        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED                 Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt   -    2450                        Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                        Rated Power    -     180 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                            RONKONKOMA,NY
      Completeness   - N/A                         Destination                             Airport Data
    Basic Weather    - VMC                            EAST HADDAM,CT                          GOODSPEED
      Wind Dir/Speed- 140/010 KTS                                                             Runway Ident      - 14
      Visibility     -     15.0   SM               ATC/Airspace                               Runway Lth/Wid    -  2100/   50
      Lowest Sky/Clouds  -     CLEAR                 Type of Flight Plan - IFR                Runway Surface    - ASPHALT
      Lowest Ceiling        - NONE                   Type of Clearance   - NONE               Runway Status     - DRY
      Obstructions to Vision- NONE                   Type Apch/Lndg.     - TRAFFIC PATTERN
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     44               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                 Current         - YES     Total        -    329        Last 24 Hrs -      8
        SE LAND                                 Months Since  -  2        Make/Model-     300        Last 30 Days-      3
                                                Aircraft Type - PA28180   Instrument-      84        Last 90 Days-     16


        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING APPROACH TO RUNWAY 14 PILOT DECIDED TO GO AROUND. AIRCRAFT TURNED LEFT ABOUT 90 DEGREES AND COLLIDED WITH
RISING TERRAIN .2 NM EAST OF THE RUNWAY. THE RISING TERRAIN PARALLELS RUNWAY 14.

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Brief of Accident (Continued)

File No. - 2511 4/10/85 EAST HADDAM,CT A/C Reg. No. N55408 Time (Lcl) - 1428 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT HANDLING - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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Brief of Accident

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     File No. - 2421       4/14/85     DAYTONA BEACH,FL          A/C Reg. No. N3338J            Time (Lcl) - 1230 EST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                                 DESTROYED                 Fatal   Serious   Minor   None
     Type of Operation          -BANNER TOW                     Fire              Crew      0        0        1       0
     Flight Conducted Under     -14 CFR 91                       NONE             Pass      0        0        0       0
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150G            Eng Make/Model - LYCOMING O-320-E2D        ELT Installed/Activated - NO -N/A
     Landing Gear   - TRICYCLE-FIXED         Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1600                Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                Rated Power    -     150 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                       NEW SMYRNA BCH,FL
       Completeness   - N/A                    Destination                             Airport Data
     Basic Weather    - VMC                       LOCAL
       Wind Dir/Speed- 010/010 KTS                                                       Runway Ident     - N/A
       Visibility    -    10.0   SM          ATC/Airspace                                  Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     SCATTERED       Type of Flight Plan - NONE                  Runway Surface   - N/A
       Lowest Ceiling        - NONE             Type of Clearance   - NONE                  Runway Status    - N/A
       Obstructions to Vision- NONE             Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     26               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                    Flight Time (Hours)
         COMMERCIAL,CFI                       Current        - YES          Total      -    1350        Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                      Months Since   - 17           Make/Model-     800         Last 30 Days- UNK/NR
                                              Aircraft Type  - C-150        Instrument-      66         Last 90 Days- UNK/NR
                                                                            Multi-Eng -      50

         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS DITCHED AS A RESULT OF A LOSS OF POWER. THE PLT STATED THAT WHILE BANNER TOWING 200 YDS OFFSHORE AT
3000 FT AGL, THE ACFT ENG SKIPPED. THE PLT APPLIED CARB HEAT AND CHECKED THE FUEL CONTROLS. THEN THE ENG QUIT
COMPLETELY. SINCE THE BEACH WAS CROWDED WITH PEOPLE THE PLT ELECTED TO DITCH. THE ACFT SANK AFTER NOSING OVER DURING
LANDING. THE WRECKAGE HAS NOT BEEN RECOVERED.

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Brief of Accident (Continued)

File No. - 2421 4/14/85 DAYTONA BEACH,FL A/C Reg. No. N3338J Time (Lcl) - 1230 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 DITCHING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2408 6/27/85 PEMBROKE PINES,FL A/C Reg. No. N633RE Time (Lcl) - 2225 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

*Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	3

----Aircraft Information----

Make/Model - PIPER PA-32RT-300T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 7
Eng Make/Model - LYCOMING TSIO-540-S1AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP
ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
HOLLYWOOD,FL
Destination
JACKSONVILLE,FL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 400
Make/Model- 33
Instrument- 38
Multi-Eng - UNK/NR
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 39
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT EXPERIENCED A COMPLETE IN FLT LOSS OF HIS PROP AFTER DEPARTURE FROM NORTH PERRY ARPT HOLLYWOOD FL DUE TO A FATIGUE FAILURE OF THE PROP HUB. THE FATIGUE CRACKING WAS DUE TO RESIDUAL STRESS RESULTING FROM DEFORMATION OF THE MATERIAL IN THE HUB ASS'Y

Brief of Accident (Continued)

File No. - 2408 6/27/85 PEMBROKE PINES,FL A/C Reg. No. N633RE Time (Lcl) - 2225 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. PROPELLER SYSTEM/ACCESSORIES,BLADE - SEPARATION
2. PROPELLER SYSTEM/ACCESSORIES,HUB - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
3. OBJECT - UTILITY POLE(MARKED)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2407      11/30/85     CEDAR KEY,FL               A/C Reg. No. N136AV            Time (Lcl) - 1955 EST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                   Crew     0        0        1        0
    Flight Conducted Under     -14 CFR 91                      NONE                  Pass     0        0        1        2
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-181          Eng Make/Model - LYCOMING O-360-A4M       ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2450                  Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                  Rated Power     -      180 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                   Airport Proximity
    Wx Briefing      - FSS                       Last Departure Point                        ON AIRPORT
      Method         - TELEPHONE                   TAMPA,FL
      Completeness   - FULL                     Destination                               Airport Data
    Basic Weather    - VMC                         CEDAR KEY,FL                               GEORGE T. LEWIS
      Wind Dir/Speed- 340/005 KTS                                                             Runway Ident     - 05
      Visibility         10.0   SM             ATC/Airspace                                   Runway Lth/Wid   -  2400/  100
      Lowest Sky/Clouds  -      3000 FT SCATTERED  Type of Flight Plan - VFR                  Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE              Type of Clearance    - NONE                 Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg       - TRAFFIC PATTERN
      Precipitation           - NONE                                     FULL STOP
      Condition of Light      - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -      25          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
         PRIVATE                               Current          - YES       Total       -      85       Last 24 Hrs -        1
         SE LAND                               Months Since     -  5        Make/Model-        4       Last 30 Days-        1
                                               Aircraft Type -- PA-28       Instrument- UNK/NR         Last 90 Days-        2
                                                                            Multi-Eng  - UNK/NR        Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ATTEMPTING A NIGHT LANDING ON HIS FIRST NIGHT X-COUNTRY & HAD NOT LANDED AT THIS APRT PRIOR TO THIS
TIME. HE STATED THAT DURING THE FLARE, HE WAS CAUGHT BY A X-WIND & BLOWN INTO THE TREES ADJACENT TO THE RWY.
SURFACE WINDS AT THE TIME OF THE ACCIDENT WERE REPORTED AS 340 DEGS AT 5 KNTS.

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Brief of Accident (Continued)

File No. - 2407 11/30/85 CEDAR KEY,FL A/C Reg. No. N136AV Time (Lcl) - 1955 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2442      12/02/85    WIMAUMA,FL                  A/C Reg. No. N700TD           Time (Lcl) - 1930 EST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                   Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                        Fire                  Crew      0        0        0        1
     Flight Conducted Under    -14 CFR 91                        NONE                 Pass      0        1        0        0
     Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - GRUMMAN AMERICAN AA-5       Eng Make/Model - LYCOMING O-320-E2G        ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2200                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                     Rated Power    -      150 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                    Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                          ON AIRPORT
       Method         - N/A                       OCALA,FL
       Completeness   - N/A                     Destination                                Airport Data
     Basic Weather    - VMC                       WIMAUMA,FL                                  ANDERSON AIRPORT
       Wind Dir/Speed- 350/011 KTS                                                            Runway Ident     - 27
       Visibility     -    15.0   SM           ATC/Airspace                                   Runway Lth/Wid   -  4800/  100
       Lowest Sky/Clouds  -     10000 FT SCATTERED  Type of Flight Plan - VFR                 Runway Surface   - GRASS/TURF
       Lowest Ceiling         - NONE             Type of Clearance   - VFR                    Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - UNK/NR
       Precipitation          - NONE
       Condition of Light     - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      59           Medical Certificate - EXPIRED
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                                Current         - YES       Total      -   3250        Last 24 Hrs -       6
         SE LAND,ME LAND                        Months Since    - 23        Make/Model-     571        Last 30 Days- UNK/NR
         HELICOPTER                             Aircraft Type - UNK/NR      Instrument-      56        Last 90 Days-      21
                                                                            Multi-Eng -     707        Rotorcraft  -     138

         Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT AFTER TURNING ON THE RWY LIGHTS USING THE RADIO TRANSMITTER. THEY APPEARED TO BE DIM, &
ONLY ONE SIDE OF THE LIGHTS CAME ON. HE THEN LANDED SOUTH OF THE RWY AT WHICH TIME THE RIGHT WING STRUCK A FENCE
POST. THE LANDING GEAR THEN COLLAPSED, & THE ACFT SLID TO A STOP.

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File No. - 2442 12/02/85 WIMAUMA,FL A/C Reg. No. N700TD Time (Lcl) - 1930 EST

Occurrence #1 ON GROUND COLLISION WITH OBJEC
Phase of Operation LANDING - ROLL

Finding(s)
1. OBJECT - FENCE
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - FAILURE,PARTIAL

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

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                              National Transportation Safety Board
                                    Washington, D.C. 20594



                                       Brief of Accident

      File No. - 2433      12/08/85    ORLANDO,FL                 A/C Reg. No. N111VE            Time (Lcl) - 1130 EST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                  SUBSTANTIAL                 Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                        Fire                 Crew      0         0         0        1
     Flight Conducted Under     -14 CFR 91                        NONE                Pass      0         0         0        0
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - DOUGLAS C. CAMPBELL VARIEZE    Eng Make/Model - ROTOWAY RW-100           ELT Installed/Activated - NO -N/A
     Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines -  1                           Stall Warning System - NO
     Max Gross Wt   -    1050                        Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                         Rated Power    -      100 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                           ORLANDO,FL
       Completeness   - N/A                        Destination                              Airport Data
     Basic Weather    - VMC                           LOCAL
       Wind Dir/Speed- 030/008 KTS                                                            Runway Ident     - N/A
       Visibility     -    10.0    SM              ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds    -    CLEAR               Type of Flight Plan - NONE               Runway Surface   - DIRT
       Lowest Ceiling       -    3600 FT BROKEN      Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -     57            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                 Biennial Flight Review              Flight Time (Hours)
         PRIVATE                                  Current        - YES     Total      -     300         Last 24 Hrs -        1
         SE LAND                                  Months Since   - 12      Make/Model-        2         Last 30 Days- UNK/NR
         GLIDER                                   Aircraft Type  - UNK/NR  Instrument- UNK/NR           Last 90 Days-        2
                                                                           Multi-Eng - UNK/NR           Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT THE ACFT LOST POWER, & IN AN ATTEMPT TO RETURN TO THE ARPT, THE ACFT COLLIDED WITH A LIGHT
POLE & SOME ORANGE TREES, COMING TO REST ON A CANAL BANK. POST CRASH EXAMINATION OF THE ENG REVEALED THAT IT
FAILED BECAUSE THE #4 ROD ASS'Y SEPARATED FROM THE CRANKSHAFT & PUNCTURED THE CRANKCASE.

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BEST COPY AVAILABLE

Brief of Accident (Continued)

File No. - 2433 12/08/85 ORLANDO,FL A/C Reg. No. N111VE Time (Lcl) - 1130 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
2. ENGINE ASSEMBLY,CRANKCASE - PENETRATED

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - NORMAL

Finding(s)
3. OBJECT - UTILITY POLE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2432      12/08/85    SARASOTA,FL              A/C Reg. No. N1158M            Time (Lcl) - 1750 EST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation          -BUSINESS                       Fire                 Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                       NONE                Pass      0        0        0        1
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 337F              Eng Make/Model - CONTINENTAL IO-360-C      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt   -    4500                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       6                  Rated Power    -     210 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                              Itinerary                              Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                   ON AIRPORT
       Method         - N/A                       SUNSET STRIP,FL
       Completeness   - N/A                    Destination                          Airport Data
     Basic Weather    - VMC                       SARASOTA,FL                           SARASOTA BRADENTON
       Wind Dir/Speed- 050/004 KTS                                                      Runway Ident     - 04
       Visibility     -    10.0    SM          ATC/Airspace                              Runway Lth/Wid   -  5006/  150
       Lowest Sky/Clouds  -     5000 FT SCATTERED  Type of Flight Plan - NONE           Runway Surface   - GRASS/TURF
       Lowest Ceiling       - NONE               Type of Clearance   - NONE             Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
       Precipitation        - NONE
       Condition of Light   - DUSK
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                     Age -     58               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
        Certificate(s)/Rating(s)           Biennial Flight Review                  Flight Time (Hours)
           PRIVATE                            Current        - YES       Total       -   2446        Last 24 Hrs -       2
           SE LAND,ME LAND                    Months Since   - 22        Make/Model-      946        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument-      179        Last 90 Days-      27
                                                                         Multi-Eng -     1769

           Instrument Rating(s)   - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT ALL ATTEMPTS TO EXTEND THE LANDING GEAR WERE TO NO AVAIL. HE THEN INTENTIONALLY LANDED GEAR
UP ON THE LEFT SIDE OF RWY 4.
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Brief of Accident (Continued)

File No. - 2432 12/08/85 SARASOTA,FL A/C Reg. No. N1158M Time (Lcl) - 1750 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)
1. HYDRAULIC SYSTEM - FAILURE,TOTAL
2. FLUID,HYDRAULIC - LOSS,TOTAL

Occurrence #2
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                         National Transportation Safety Board
                               Washington, D.C. 20594


                                  Brief of Accident

     File No. - 2430      12/13/85    OPA LOCKA,FL             A/C Reg. No. N43T            Time (Lcl) - 1540 EST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                       Fire              Crew       0        0        0        1
     Flight Conducted Under    -14 CFR 91                       NONE             Pass       0        0        0        1
     Accident Occurred During  -TAKEOFF
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH E-18S                 Eng Make/Model - P&W R-985               ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL RETRACTABLE   Number Engines -  2                        Stall Warning System - NO
     Max Gross Wt   -    9300                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                     Rated Power    -     450 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                 Airport Proximity
     Wx Briefing      - NWS                       Last Departure Point                      ON AIRPORT
       Method         - TELEPHONE                   OPA LOCKA,FL
       Completeness   - PARTIAL,LMTD BY FCSTR    Destination                             Airport Data
     Basic Weather    - VMC                         LOCAL
       Wind Dir/Speed- 180/005 KTS                                                          Runway Ident     - UNK/NR
       Visibility     -    15.0   SM            ATC/Airspace                                Runway Lth/Wid   - UNK/NR
       Lowest Sky/Clouds  -       2500 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - UNK/NR
       Lowest Ceiling        - NONE               Type of Clearance   - NONE                Runway Status    - UNK/NR
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     27              Medical Certificate - NON-VALID MEDICAL
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL                            Current       - NO        Total       - UNK/NR        Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                       Months Since  - UNK/NR    Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR    Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                         Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

         Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT WHILE ON HIS TAKEOFF ROLL, THE LEFT MAIN WHEEL STARTED TO SHIMMY, THE ACFT PULLED LEFT THEN
VEERED OFF THE RIGHT SIDE OF THE RWY, COLLAPSING THE TAIL WHEEL & COMING TO REST IN THE GRASS.

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Brief of Accident (Continued)

File No. - 2430   12/13/85   OPA LOCKA,FL   A/C Reg. No. N43T   Time (Lcl) - 1540 EST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
3. INADEQUATE CERTIFICATION/APPROVAL - OTHER INSTITUTION

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
4. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                      Brief of Accident

      File No. - 2543      12/14/85    PENSACOLA,FL            A/C Reg. No. N6636B          Time (Lcl) - 1734 CST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                   Injuries
                                                                DESTROYED                 Fatal   Serious   Minor    None
      Type of Operation        -PERSONAL                       Fire.              Crew       1        0        0       0
      Flight Conducted Under   -14 CFR 91                       ON GROUND         Pass       1        0        0       0
      Accident Occurred During -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - BEECH BE-23                  Eng Make/Model - LYCOMING O-360-A4K      ELT Installed/Activated - YES/NO
      Landing Gear  - TRICYCLE-FIXED               Number Engines -  1                        Stall Warning System - YES
      Max Gross Wt  -   2450                       Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats  -      4                       Rated Power    -     180 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                   Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                        ON AIRPORT
        Method         - N/A                       PENSACOLA,FL
        Completeness   - N/A                    Destination                               Airport Data
      Basic Weather    - VMC                       LOCAL                                     PENSACOLA REGIONAL
        Wind Dir/Speed- 350/007 KTS                                                          Runway Ident     - 34
        Visibility     -    10.0   SM           ATC/Airspace                                 Runway Lth/Wid   -  7002/  150
        Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
        Lowest Ceiling       - NONE               Type of Clearance   - NONE                 Runway Status    - DRY
        Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
        Precipitation        - NONE
        Condition of Light   - DUSK
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -     24            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review              Flight Time (Hours)
          PRIVATE                            Current        - YES     Total       -     74       Last 24 Hrs - UNK/NR
          SE LAND                            Months Since   -  5      Make/Model-       23       Last 30 Days-       1
                                             Aircraft Type - UNK/NR   Instrument-        2       Last 90 Days-       4


          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
SHORTLY AFTER TAKEOFF ON INITIAL CLIMB THE AIRCRAFT WAS SEEN TO CRASH BACK ON THE RUNWAY. EXAMINATION OF THE
WRECKAGE REVEALED THAT THE RIGHT STABILATOR ATTACH/HINGE BOLT WAS NOT INSTALLED, AND THE LEFT STABILATOR
ATTACH/HINGE BOLT WAS FOUND PARTIALLY INSTALLED AND WAS MISSING THE SECURRING NUT. THE LEFT LEADING EDGE OF THE
STABILATOR WAS FOUND CRUSHED AGAINST THE SIDE OF THE FUSELAGE WITH NO SOOT FROM THE POST IMPACT FIRE PRESENT
BETWEEN THE MATING SURFACES.THE AIRCRAFT HAD BEEN INSPECTED 7 DAYS BEFORE THE ACCIDENT IN ACCORDANCE WITH A 100
HOUR INSPECTION.
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Brief of Accident (Continued)

File No. - 2543 12/14/85 PENSACOLA,FL A/C Reg. No. N6636B Time (Lcl) - 1734 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLIGHT CONTROL,STABILATOR ATTACHMENT - DISCONNECTED
2. MAINTENANCE,INSPECTION OF AIRCRAFT - NOT PERFORMED - OTHER MAINTENANCE PSNL
3. FLIGHT CONTROL,ELEVATOR TAB SURFACE - JAMMED
4. MAINTENANCE,100 HOUR INSPECTION - INACCURATE - OTHER MAINTENANCE PSNL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 2431      12/15/85    HOMESTEAD,FL               A/C Reg. No. N2969P            Time (Lcl) - 1530 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                           Injuries
                                                                  SUBSTANTIAL                  Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                       Fire                 Crew      0          0         0         1
      Flight Conducted Under     -14 CFR 91                       NONE                Pass      0          0         0         1
      Accident Occurred During   -CRUISE
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - LAKE AIRCRAFT LA4-200         Eng Make/Model - LYCOMING IO-360-A1B       ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  1                            Stall Warning System - YES
      Max Gross Wt   -   2690                        Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -      4                        Rated Power    -     200 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                  Airport Proximity
      Wx Briefing     - NO RECORD OF BRIEFING        Last Departure Point                       OFF AIRPORT/STRIP
        Method        - N/A                            MARCO ISLAND,FL
        Completeness  - N/A                         Destination                              Airport Data
      Basic Weather   - VMC                            OCEAN REEF,FL
        Wind Dir/Speed- 350/005 KTS                                                             Runway Ident     - N/A
        Visibility    -     8.0   SM               ATC/Airspace                                 Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -      1500 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface   - N/A
        Lowest Ceiling        -   3500 FT OVERCAST   Type of Clearance   - NONE                 Runway Status    - N/A
        Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                           Age -      73             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                 Biennial Flight Review                   Flight Time (Hours)
          PRIVATE                                   Current         - YES      Total      -    2533        Last 24 Hrs - UNK/NR
          SE LAND,SE SEA                            Months Since  -  6         Make/Model-      98         Last 30 Days- UNK/NR
                                                    Aircraft Type - UNK/NR     Instrument- UNK/NR          Last 90 Days-     21
                                                                               Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT WHILE ON A FLIGHT FROM MARCO ISLAND FL. TO OCEAN REEF FL. HE HEARD A LOUD BANG AND ELECTED
TO LAND AT HOMESTEAD GENERAL ARPT. UPON LANDING HE FOUND THE LEFT MUFFLER HAD SEPERATED FROM THE ACFT. STRUCK
THE PROPELLER AND WAS DRIVEN THROUGH THE TOP OF THE FUSELAGE.

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Brief of Accident (Continued)

File No. - 2431 12/15/85 HOMESTEAD,FL A/C Reg. No. N2969P Time (Lcl) - 1530 EST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)
1. EXHAUST SYSTEM,CLAMP - FAILURE,TOTAL
2. FUSELAGE,SKIN - PENETRATED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                      Brief of Accident

     File No. - 2434      12/18/85    LAKE CITY,FL              A/C Reg. No. N5547J           Time (Lcl) - 1300 EST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor     None
    Type of Operation          -PERSONAL                        Fire                  Crew      0        0        1         0
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass      0        0        0         0
    Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-32-260          Eng Make/Model - LYCOMING O-540-E4B5       ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    3400                  Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       6                  Rated Power     -     260 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                        DOUGLAS,GA
      Completeness   - N/A                      Destination                              Airport Data
    Basic Weather    - VMC                        KISSIMMEE,FL
      Wind Dir/Speed- 060/005 KTS                                                          Runway Ident      - N/A
      Visibility     -   15.0   SM            ATC/Airspace                                 Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -      CLEAR           Type of Flight Plan - NONE                 Runway Surface    - N/A
      Lowest Ceiling        - 10000 FT BROKEN   Type of Clearance   - NONE                 Runway Status     - N/A
      Obstructions to Vision- NONE              Type Apch/Lndg      - UNK/NR
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                         Age -     53         Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
    Certificate's)/Rating(s)               Biennial Flight Review              Flight Time (Hours)
      PRIVATE                                 Current        - UNK/NR    Total      - UNK/NR        Last 24 Hrs - UNK/NR
      SE LAND                                 Months Since   - UNK/NR    Make/Model - UNK/NR        Last 30 Days- UNK/NR
                                              Aircraft Type  - UNK/NR    Instrument - UNK/NR        Last 90 Days- UNK/NR
                                                                         Multi-Eng  - UNK/NR        Rotorcraft  - UNK/NR

      Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT AFTER A FORCED LANDING IN A FIELD DUE TO A STUCK FUEL SELECTOR VALVE, THE FUEL SELECTOR WAS
REPAIRED AND A TAKEOFF WAS ATTEMPTED FROM COUNTY ROAD 240. AT AN ALT OF APRX 3 FT THE ENG SPUTTERED & THE PLT
LOST CONTROL OF THE ACFT, VEERED LEFT & THE RIGHT WING WAS SEVERED WHEN IT STRUCK A FENCE POST.

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Brief of Accident (Continued)

File No. - 2434   12/18/85   LAKE CITY,FL   A/C Reg. No. N5547J   Time (Lcl) - 1300 EST

Occurrence #1   LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
3. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                   Washington, D.C. 20594


                                       Brief of Accident

     File No. - 2435      12/19/85    DELAND,FL                A/C Reg. No. N64463            Time (Lcl) - 1430 EST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                         Fire                  Crew    0        0        0       2
    Flight Conducted Under    -14 CFR 91                         NONE                 Pass    0        0        0       0
    Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH C-18S              Eng Make/Model - P&W R-985                ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL RETRACTABLE Number Engines -  2                        Stall Warning System - NO
    Max Gross Wt   -    7850                  Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                  Rated Power     -     450 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING  Last Departure Point                      ON AIRPORT
      Method          - N/A                      SAME AS ACC/INC
      Completeness    - N/A                   Destination                              Airport Data
    Basic Weather     - VMC                      LOCAL                                   DELAND MUNI
      Wind Dir/Speed- 020/014 KTS                                                        Runway Ident       - 05
      Visibility      -     15.0   SM         ATC/Airspace                               Runway Lth/Wid     -   3979/   100
      Lowest Sky/Clouds  -      25000 FT SCATTERED  Type of Flight Plan - NONE           Runway Surface     - ASPHALT
      Lowest Ceiling          - NONE            Type of Clearance    - NONE              Runway Status      - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg       - FULL STOP
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      30          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
       COMMERCIAL                            Current        - YES      Total        -    1250       Last 24 Hrs - UNK/NR
       SE LAND,ME LAND                       Months Since   -  7       Make/Model-        50       Last 30 Days-     55
                                             Aircraft Type  - PA-23    Instrument-         6       Last 90 Days-     20
                                                                       Multi-Eng  -       80       Rotorcraft   - UNK/NR

       Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT IN THE RIGHT SEAT WAS MAKING HIS FIRST LANDING IN THAT MAKE AND MODEL OF AIRCRAFT. DURING THE LANDING
ROLL HE TRIED TO RAISE THE WING FLAPS LEVER. INSTEAD, HE RAISED THE LANDING GEAR LEVER CAUSING THE LANDING GEAR
TO RETRACT.

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                                 Brief of Accident (Continued)

      File No. - 2435      12/19/85    DELAND,FL                 A/C Reg. No. N64463            Time (Lcl) - 1430 EST
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Occurrence             COMPLETE GEAR COLLAPSED
Phase of Operation     LANDING - ROLL

Finding(s)
  1. TERRAIN CONDITION - RUNWAY
  2.   GEAR RETRACTION - INADVERTENT - COPILOT
  3.     IMPROPER USE OF FACILITY,IMPROPER TRAINING - COPILOT
  4. SUPERVISION - INADEQUATE - PILOT IN COMMAND
  5.     IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 4
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                              National Transportation Safety Board
                                    Washington, D.C. 20594



                                       Brief of Accident

   File No. - 2452      12/22/85    BROOKSVILLE,FL            A/C Reg. No. N2569L          Time (Lcl) - 1400 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                     Injuries
                                                               SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation         -INSTRUCTIONAL                 Fire               Crew      0        0        0       2
     Flight Conducted Under    -14 CFR 91                      NONE              Pass      0        0        0       0
     Accident Occurred During  -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - PIPER PA-38-112         Eng Make/Model - LYCOMING O-235-L2C     ELT Installed/Activated - YES/NO
     Landing Gear  - TRICYCLE-FIXED          Number Engines -  1                       Stall Warning System - YES
     Max Gross Wt  -   3600                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -      2                  Rated Power    -     112 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                               Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                    ON AIRPORT
       Method          - N/A                        SAME AS ACC/INC
       Completeness    - N/A                     Destination                            Airport Data
     Basic Weather     - VMC                        LOCAL                                 HERNANDO COUNTY
       Wind Dir/Speed- 320/007 KTS                                                        Runway Ident      - 27
       Visibility     -    20.0   SM            ATC/Airspace                              Runway Lth/Wid    -  7000/  150
       Lowest Sky/Clouds  -    25000 FT SCATTERED Type of Flight Plan - NONE              Runway Surface    - CONCRETE
       Lowest Ceiling         - NONE              Type of Clearance   - NONE              Runway Status     - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TOUCH AND GO
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     59          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL,CFI                         Current        - YES       Total       -   1619       Last 24 Hrs -      1
        SE LAND,ME LAND                        Months Since   - 17        Make/Model-      77        Last 30 Days-     23
                                               Aircraft Type  - PA34      Instrument-     137        Last 90 Days-     58
                                                                          Multi-Eng -       6

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE INSTRUCTOR PILOT SIMULATED AN ENGINE FAILURE AFTER TAKEOFF. THE STUDENT PILOT FAILED TO LOWER THE AIRPLANE
NOSE TO MAINTAIN FLYING SPEED. THE INSTRUCTOR TOOK OVER THE CONTROLS AND LOWERED THE NOSE, BUT WAS UNABLE TO
AVERT THE HARD LANDING AND ENSUING CRASH.

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Brief of Accident (Continued)

File No. - 2452 12/22/85 BROOKSVILLE,FL A/C Reg. No. N2569L Time (Lcl) - 1400 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND(CFI)
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
4. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
5. IMPROPER USE OF PROCEDURE,IMPROPER TRAINING - DUAL STUDENT
6. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

7. STALL - PERFORMED - PILOT IN COMMAND(CFI)
8. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND(CFI)
9. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND(CFI)
10. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND(CFI)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. TERRAIN CONDITION - RUNWAY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6,7,8,9,10

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 2454      12/28/85     LEESBURG,FL              A/C Reg. No. N8408F           Time (Lcl) - 0900 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                   Injuries
                                                                   SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                        Fire                  Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                         NONE                Pass      0        0        0        3
     Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER AIRCRAFT PA-28-161      Eng Make/Model - LYCOMING O-320-D3G         ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2150                       Engine Type.   - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                        Rated Power    -     160 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                  Airport Proximity
     Wx Briefing        - NWS                        Last Departure Point                       ON AIRSTRIP
       Method           - UNK/NR                       SAME AS ACC/INC
       Completeness     - UNK/NR                     Destination                              Airport Data
     Basic Weather      - VMC                          KISSIMMEE,FL
       Wind Dir/Speed- 030/004 KTS                                                              Runway Ident      - 36
       Visibility       -    15.0    SM            ATC/Airspace                                 Runway Lth/Wid    -  2640 -UNK/NR
       Lowest Sky/Clouds  -                          Type of Flight Plan - NONE                 Runway Surface    - UNK/NR
       Lowest Ceiling           -   4500 FT BROKEN   Type of Clearance   - NONE                 Runway Status     - UNK/NR
       Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
       Precipitation            - NONE
       Condition of Light       - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      30            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                Current        - YES       Total       -    347          Last 24 Hrs -     13
         SE LAND                                Months Since   - UNK/NR    Make/Model-     13          Last 30 Days- UNK/NR
                                                Aircraft Type  - PA28161   Instrument-      3          Last 90 Days-     63


         Instrument Rating(s)   - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT WHILE ATTEMPTING TO TAKEOFF FROM A PRIVATE AIRSTRIP HIS LEFT MAIN WHEEL HIT A BARBED WIRE
FENCE CAUSING THE LEFT WING TO STRIKE THE GROUND & SEPARATE FROM THE ACFT.

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Brief of Accident (Continued)

File No. - 2454 12/28/85 LEESBURG,FL A/C Reg. No. N8408F Time (Lcl) - 0900 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. OBJECT - FENCE
2. LIFT-OFF - DELAYED - PILOT IN COMMAND
3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
4. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident
   File No. - 2453      12/29/85    LAKE WALES,FL           A/C Reg. No. N1544Z           Time (Lcl) - 1225 EST
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                               SUBSTANTIAL                Fatal  Serious  Minor   None
    Type of Operation          -PERSONAL                      Fire                 Crew     0      0        0      1
    Flight Conducted Under     -14 CFR 91                      NONE                Pass     0      0        1      0
    Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECHCRAFT B-35-P            Eng Make/Model - CONTINENTAL IO-470-N     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3400                      Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       5                      Rated Power    -     260 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                               Airport Proximity
    Wx Briefing        - NO RECORD OF BRIEFING    Last Departure Point                    ON AIRPORT
      Method           - N/A                        LAKE WALES,FL
      Completeness     - N/A                     Destination                           Airport Data
    Basic Weather      - VMC                        VERO BEACH,FL                          CHALET SUZANNE
      Wind Dir/Speed- 300/015 KTS                                                          Runway Ident       - 36
      Visibility     -    12.0   SM              ATC/Airspace                              Runway Lth/Wid     -  2450/   75
      Lowest Sky/Clouds  -      17000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface     - DIRT
      Lowest Ceiling         - NONE               Type of Clearance   - NONE               Runway Status      - WET
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      57              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                              Current        - YES       Total      -    729         Last 24 Hrs -       2
        SE LAND                                 Months Since  -  3         Make/Model -    666         Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument-     225         Last 90 Days-      35


        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------
----Narrative----
THE PRIVATE PILOT STATED THAT DURING TAKEOFF FROM A WET SOD FIELD HE ROTATED PREMATURELY AND THE AIRCRAFT
STALLED. THE AIRCRAFT THEN MUSHED AND CRASHED CAUSING MINOR INJURIES TO ONE PASSENGER.

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Brief of Accident (Continued)

File No. - 2453 12/29/85 LAKE WALES,FL A/C Reg. No. N1544Z Time (Lcl) - 1225 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2456 12/30/85 MADISON,FL A/C Reg. No. N5302V Time (Lcl) - 1410 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	6

----Aircraft Information----

Make/Model - CESSNA AIRCRAFT CO. T210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-H
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/003 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MIAMI,FL
Destination
MADISON,FL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - T210L

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 456
Make/Model- 91
Instrument- 2
Multi-Eng - 91

Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 124

Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT HE HAD STARTED THE FLIGHT AT ABOUT 1000 EST FROM MIAMI, FL AND HAD PLANNED ON LANDING AT MADISON COUNTY AIRPORT. AS HE FLEW OVERHEAD HE NOTED AN AIRSTRIP WITH COUNTY VEHICLES PARKED NEARBY. HE LANDED AND WAS INFORMED THAT IT WAS LOCAL COUNTY SHERIFF'S STRIP. HE ATTEMPTED A TAKEOFF FOR THE AIRPORT, ABOUT 4 MILES TO THE SOUTHEAST, AND THE RIGHT LANDING GEAR HIT A FENCE AND THE AIRCRAFT FLIPPED OVER.

File No. - 2456 12/30/85 MADISON,FL A/C Reg. No. N5302V Time (Lcl) - 1410 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. OBJECT - FENCE
2. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND
3. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
4. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2422 6/17/85 BAINBRIDGE,GA A/C Reg. No. N731RD Time (Lcl) - 1330 EDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA A188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4200
No. of Seats - 1

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/020 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FOLKSTOWN,GA
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2061
Make/Model- 688
Instrument- 6
Multi-Eng - 3
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 63

Instrument Rating(s) - UNK/NR

----Narrative----

THE ACFT STALLED DURING AERIAL APPLICATION OPERATIONS AND COLLIDED WITH THE GROUND. THE PLT SAID THE WIND WAS GUSTING TO 30 KTS AND DURING A STEEP DOWNWIND TURN THE LOADED ACFT STALLED AT 100 FT AGL. THE PLT RECOMMENDED LESS STEEP TURNS AND NOT OPERATING IN HIGH WINDS.

Brief of Accident (Continued)

File No. - 2422   8/17/85   BAINBRIDGE,GA   A/C Reg. No. N731RD   Time (Lcl) - 1330 EDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   MANEUVERING - AERIAL APPLICATION

Finding(s)
1. WEATHER EVALUATION - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. MANEUVER - EXCESSIVE - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   MANEUVERING - AERIAL APPLICATION

Finding(s)
4. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

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National Transportation Safety Board
Washington, D C. 20594

Brief of Accident

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    File No. - 2478      10/22/85    CLAYTON,GA                 A/C Reg. No. N3177               Time (Lcl) - 1408 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              DESTROYED                  Fatal   Serious   Minor   None
    Type of Operation         -PERSONAL                      Fire               Crew      1        0        0       0
    Flight Conducted Under    -14 CFR 91                      NONE              Pass      1        0        0       0
    Accident Occurred During  -MANEUVERING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172N                 Eng Make/Model - LYCOMING O-320-H2AD       ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2300                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                      Rated Power    -     160 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                            Airport Proximity
    Wx Briefing      - FSS                         Last Departure Point                 OFF AIRPORT/STRIP
      Method         - TELEPHONE                     FRANKLIN,NC
      Completeness   - FULL                        Destination                        Airport Data
    Basic Weather    - IMC                           ST.PETERSBURG,FL
      Wind Dir/Speed- 130/006 KTS                                                       Runway Ident     - N/A
      Visibility    -     2.000 SM               ATC/Airspace                           Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -                         Type of Flight Plan - NONE           Runway Surface   - N/A
      Lowest Ceiling        -   400 FT OVERCAST    Type of Clearance   - NONE           Runway Status    - N/A
      Obstructions to Vision- FOG                  Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      61              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
        PRIVATE                                Current       - YES       Total      -     152        Last 24 Hrs -      1
        SE LAND                                Months Since  -  4        Make/Model-       27        Last 30 Days-      6
                                               Aircraft Type - UNK/NR    Instrument- UNK/NR          Last 90 Days-     27
                                                                         Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
---- Narrative----
THE PILOT AND HIS PASSENGER SHOWED UP FOR THE SECOND DAY IN A ROW AND CHECKED THE WEATHER FOR THE RETURN TRIP
TO FLORIDA. THEY FOUND THE WEATHER VFR AT THE AIRPORT. AN EMPLOYEE OF THE FBO TOOK THE PILOT OUTSIDE AND POINTED
OUT THAT THE MOUNTAINS TO THE SOUTH WERE STILL PARTIALLY COVERED BY CLOUDS. THE PILOT TOLD HIM TO NOT MENTION THIS
FACT TO THE PILOTS WIFE. THE PILOT REPORTED AFTER TAKE OFF THAT HE WAS AT 3000 FEET AND THE WEATHER WAS CLEAR.
THE AIRCRAFT WAS LATER SEEN AT LOW LEVEL OVER A TOWN TO THE SOUTH. NEXT IT WAS HEARD ABOVE OR IN THE CLOUDS NEAR
GLASSY MOUNTAIN. THE ENGINE WAS HEARD TO INCREASE IN RPM A FEW SECONDS PRIOR TO THE SOUND OF IMPACT.
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Brief of Accident (Continued)

File No. - 2478 10/22/85 CLAYTON,GA A/C Reg. No. N3177E Time (Lcl) - 1408 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)
1. WEATHER CONDITION - CLOUDS
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
6. PRECAUTIONARY LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
7. OBJECT - TREE(S)
8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,8

National Transportation Safety Board
Washington, D.C 20594

Brief of Accident

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     File No. - 2541      10/30/85    OCILLA,GA                 A/C Reg. No. N8401E          Time (Lcl) - 2030 EST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                       Injuries
                                                             DESTROYED                   Fatal   Serious   Minor    None
    Type of Operation          -EXECUTIVE/CORPORATE          Fire                 Crew     0        1        0        0
    Flight Conducted Under     -14 CFR 91                     ON GROUND           Pass     0        0        2        0
    Acc dent Occurred During   -APPROACH
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-34-220T           Eng Make/Model - CONTINENTAL TSIO0360KB1A  ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  2                              Stall Warning System - YES
    Max Gross Wt   -   4570                     Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -      6                     Rated Power     -     220 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                              Airport Proximity
    Wx Briefing      - FSS                        Last Departure Point                   OFF AIRPORT/STRIP
      Method         - TELEPHONE                    ATLANTA,GA
      Completeness   - FULL                      Destination                           Airport Data
    Basic Weather    - IMC                          FITZGERALD,GA                        FITZGERALD MUNICIPAL
      Wind Dir/Speed- 040/004 KTS                                                         Runway Ident     - N/A
      Visibility     -    5.0   SM              ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    UNK/NR              Type of Flight Plan - IFR              Runway Surface   - N/A
      Lowest Ceiling       -    600 FT OVERCAST   Type of Clearance   - IFR              Runway Status    - N/A
      Obstructions to Vision- HAZE                Type Apch/Lndg      - ADF/NDB
      Precipitation        - NONE
      Condition of Light   - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      43              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL,CFI                          Current        - YES        Total        -   8155       Last 24 Hrs -        2
        SE LAND,ME LAND                         Months Since   -  1         Make/Model-      134        Last 30 Days- UNK/NR
                                                Aircraft Type  - UNK/NR     Instrument-     1368        Last 90 Days-       81
                                                                            Multi-Eng -     1514        Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT OF THE SECOND COMPANY AIRCRAFT TO ARRIVE IN THE VICINITY OF THE AIRPORT HELD WHILE THE FIRST ATTEMPTED AN
NDR APPROACH. AFTER THE FIRST AIRCRAFT MADE A MISSED APPROACH THE PILOT OF THE SECOND AIRCRAFT ATTEMPTED THE APPROACH.
THE AIRCRAFT FLEW INTO THE TREES SEVERAL MILES PRIOR TO REACHING THE AIRPORT. A RADAR ALTIMETER WAS ABOARD THE AIRCRAFT
BUT WAS NOT USED. THE PILOT COMPLAINED THAT IT WAS JUST ANOTHER DANG BUZZER AND THERE WERE TOO MANY OF THOSE ALREADY.

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Brief of Accident (Continued)

File No. - 2541 10/30/85 OCILLA,GA A/C Reg. No. N8401E Time (Lcl) - 2030 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
4. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND
5. JUDGEMENT - NOT ISSUED - PILOT IN COMMAND
6. RADAR ALTIMETER - NOT USED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #4 FIRE
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 2539      12/01/85    DACULA,GA                  A/C Reg. No. N9289J          Time (Lcl) - 2210 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                              DESTROYED                  Fatal   Serious   Minor    None
   Type of Operation          -PERSONAL                      Fire              Crew       1        0        0        0
   Flight Conducted Under     -14 CFR 91                      NONE             Pass       1        0        0        0
   Accident Occurred During  -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - PIPER PA-28-180            Eng Make/Model - AVCO LYCOMING O-360-A3A   ELT Installed/Activated - YES/NO
   Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                           Stall Warning System - YES
   Max Gross Wt   -    2400                    Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats   -       4                    Rated Power     -     180 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                    Airport Proximity
    Wx Briefing      - FSS                      Last Departure Point                         OFF AIRPORT/STRIP
      Method         - TELEPHONE                  MARIETTA,GA
      Completeness   - FULL                    Destination                                 Airport Data
    Basic Weather    - IMC                        LAWRENCEVILLE,GA                            GWINNETT CO.
      Wind Dir/Speed- 240/008 KTS                                                             Runway Ident     - 25
      Visibility     -    10.0   SM            ATC/Airspace                                   Runway Lth/Wid   -  4000/   75
      Lowest Sky/Clouds  -        600 FT THIN BKN   Type of Flight Plan - IFR                  Runway Surface   - ASPHALT
      Lowest Ceiling          -  2000 FT OBSCURED   Type of Clearance   - IFR                  Runway Status    - DRY
      Obstructions to Vision- FOG                  Type Apch/Lndg      - ILS-LOCALIZER
      Precipitation           - NONE
      Condition of Light      - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     47            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                 Current        - YES        Total       -   1743       Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since   - 20         Make/Model-     734       Last 30 Days-     10
                                                Aircraft Type - PA28180     Instrument-     272       Last 90 Days-     40
                                                                            Multi-Eng -       1

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH TREES 3.5 MILES FROM THE ARPT DURING AN INSTRUMENT APPROACH IN DENSE FOG. THE APPROACH
REQUIRED AN ADF RECEIVER AND THE ACFT DID NOT HAVE ONE. THE MDA ON THE APPROACH WAS 1600 FT. THE ACFT IMPACTED THE
TREES AT 1200 FT MSL. THE ACFT WAS TO HAVE NEW AVIONICS INSTALLED THE DAY AFTER THE ACCIDENT AT LAWRENCEVILLE. THE
PLT WAS TO LEAVE TOWN THE SAME DAY ON BUSINESS.

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File No. - 2539 12/01/85 DACULA,GA A/C Reg. No. N9289J Time (Lcl) - 2210 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
1. WEATHER CONDITION - FOG
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. OBJECT - TREE(S)
7. MINIMUM DESCENT ALTITUDE - DISREGARDED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
8. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,7

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No.  2515      7/31/85    KAMUELA,HI                 A/C Reg. No. N2354Z           Time (Lcl) - 0920 HST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                  Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                     Fire                  Crew      0         0         1         0
     Flight Conducted Under     -14 CFR 91                     NONE                 Pass      0         0         0         0
     Accident Occurred During   -DESCENT
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH 23                       Eng Make/Model - LYCOMING O-320 SERIES    ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED                 Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -   2300                         Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                         Rated Power    -    160 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                   Airport Proximity
     Wx Briefing      - UNK/NR                       Last Departure Point                        OFF AIRPORT/STRIP
       Method         - IN PERSON                      KAMUELA,HI
       Completeness   - WEATHER NOT PERTINENT        Destination                               Airport Data
     Basic Weather    - VMC                            LOCAL                                     KAMUELA
       Wind Dir/Speed- 030/012 KTS                                                               Runway Ident    - 04
       Visibility     -   20.0   SM                ATC/airspace                                  Runway Lth/Wid  -  5200/  100
       Lowest Sky/Cloudr  -      1500 FT SCATTERED  Type of Flight Plan - NONE                   Runway Surface  - ASPHALT
       Lowest Ceiling         -  4000 FT BROKEN     Type of Clearance   - NONE                   Runway Status   - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - TOUCH AND GO
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      37            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                    Flight Time (Hours)
        STUDENT                                 Current       - N/A         Total      -     22          Last  24 Hrs - UNK/NR
                                                Months Since  - N/A         Make/Model-      9           Last 30 Days-       5
                                                Aircraft Type - N/A         Instrument-      0           Last 90 Days-       9


        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
ON JULY 31, 1985, A BEECH BE-23 OPERATED BY A STUDENT PILOT, CRASHED DURING AN ATTEMPTED GO-AROUND AT THE WAIMEA-KOHALA
AIRPORT IN HAWAII. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE AND THE PLT RECEIVED MINOR INJURIES. THE PLT INDICATED HE HAD
NOT USED FULL FLAPS IN THIS ACFT BEFORE THIS FLIGHT. DURING THE GO-AROUND MANEUVER, AFTER BOUNCING TWO OR THREE TIMES,
HE OBTAINED AN ALTITUDE OF 30 FEET AND STALLED THE ACFT. HE REPORTED NO MECHANICAL MALFUNCTION OR FAILURES WITH THE
AIRCRAFT PRIOR TO THE ACCIDENT.

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                                  Brief of Accident (Continued)

     File No. - 2515      7/31/85    KAMUELA,HI                  A/C Reg. No. N2354Z             Time (Lcl) - 0920 HST
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Occurrence #1          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     APPROACH - GO-AROUND (VFR)

Finding(s)
  1. GO-AROUND - PERFORMED - PILOT IN COMMAND
  2.      IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
  4.      IMPROPER USE OF PROCEDURE,INADEQUATE TRAINING - PILOT IN COMMAND(CFI)
------------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED

Finding(s)
  5. LIGHT CONDITION - DAYLIGHT
  6.    STALL/MUSH - INADVERTENT - PILOT IN COMMAND
  7.      IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,7
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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

    File No. - 2450      8/16/85    HILO,HI             A/C Reg. No. N8798Z          Time (Lcl) - 0510 HST
----------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              DESTROYED              Fatal   Serious   Minor    None
    Type of Operation          -FERRY                        Fire             Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                     NONE            Pass     0        0        0        0
    Accident Occurred During   -DESCENT
----------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA R182RG           Eng Make/Model - LYCOMING O-540-J3C5D     ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE    Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3100                 Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                 Rated Power    -     235 HP
----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                            Itinerary                                 Airport Proximity
    Wx Briefing      - FSS                   Last Departure Point                      OFF AIRPORT/STRIP
      Method         - TELEPHONE               MONTERY,CA
      Completeness   - WEATHER NOT PERTINENT  Destination                            Airport Data
    Basic Weather    - VMC                     HILO,HI
      Wind Dir/Speed- 330/005 KTS                                                     Runway Ident     - N/A
      Visibility    -     6.0    SM          ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      4000 FT SCATTERED  Type of Flight Plan - IFR          Runway Surface   - WATER
      Lowest Ceiling        - NONE              Type of Clearance   - IFR             Runway Status    - N/A
      Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAWN
----------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -     50            Medical Certificate - UNK/NR
       Certificate(s)/Rating(s)            Biennial Flight Review              Flight Time (Hours)
         COMMERCIAL,FOREIGN                    Current        - YES     Total       -   5965       Last 24 Hrs -      14
         SE LAND,ME LAND                       Months Since   -  8      Make/Model-    1159       Last 30 Days-      45
                                               Aircraft Type - PA31350  Instrument-     869       Last 90 Days-     149
                                                                        Multi-Eng       972

         Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------
----Narrative----
ON AUGUST 16, 1985, A CESSNA 182 DITCHED AT SEA FOLLOWING FUEL STARVATION ABOUT 200 MILES NORTHEAST OF HAWAII WHILE
ON A FERRY FLIGHT. THE PILOT REPORTED THAT HE HAD 23 HOURS OF FUEL ONBOARD FOR THE 16 HOUR FLIGHT. THE AIRCRAFT WAS
EQUIPPED WITH AUXILIARY FUEL TANKS AND WAS OPERATING SUCCESSFULLY FOR A NUMBER OF HOURS PRIOR TO THE ENGINE QUITTING.
THE PILOT STATED AFTERWARDS THAT THE ENGINE QUIT DUE TO FUEL STARVATION FOR UNDETERMINED REASONS.

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Brief of Accident (Continued)

File No. - 2450   8/16/85   HILO,HI   A/C Reg. No. N8798Z   Time (Lcl) - 0510 HST

Occurrence #1   LOSS OF POWER
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - STARVATION
2. UNDETERMINED

Occurrence #2   DITCHING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

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                          National Transportation Safety Board
                                Washington, D.C. 20594



                                   Brief of Accident

   File No. - 2466      6/25/85    KANKAKEE,IL              A/C Reg. No. N6897C           Time (Lcl) - 1940 CDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                SUBSTANTIAL               Fatal   Serious   Minor     None
     Type of Operation          -PERSONAL                      Fire               Crew     0        0        0         1
     Flight Conducted Under     -14 CFR 91                      NONE              Pass     0        0        0         1
     Accident Occurred During   -TAXI
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-181             Eng Make/Model - LYCOMING O-360-A4M       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -   2550                      Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                      Rated Power     -     180 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing      - FSS                       Last Departure Point                       ON AIRPORT
       Method         - TELEPHONE                   CHAMPAIGN,IL
       Completeness   - FULL                      Destination                              Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                          GREATER KANKAKEE
       Wind Dir/Speed- 160/005 KTS                                                           Runway Ident      - 22
       Visibility     -     5.0   SM             ATC/Airspace                                Runway Lth/Wid    -  5100/  100
       Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE                Runway Surface    - ASPHALT
       Lowest Ceiling         - NONE               Type of Clearance   - NONE                Runway Status     - DRY
       Obstructions to Vision- HAZE                Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      37              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                               Current        - UNK/NR     Total        -    159        Last 24 Hrs -       1
         SE LAND                               Months Since   - UNK/NR     Make/Model-         3        Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR     Instrument-         0        Last 90 Days-      47


         Instrument Rating(s)   - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRCRAFT WHILE CLEARING THE RUNWAY, SHOT WIDE OF THE TAXIWAY TAXIING ONTO THE GRASS AND INTO A CULVERT
WHICH WAS DIFFICULT TO SEE RESULTING IN SUBSTANTIAL DAMAGE TO THE AIRCRAFT.

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File No. - 2466 6/25/85 KANKAKEE,IL A/C Reg. No. N6897C Time (Lcl) - 1940 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. TERRAIN CONDITION - DITCH
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
4. LANDING GEAR,NOSE GEAR - OVERLOAD
5. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

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                               National Transportation Safety Board
                                    Washington, D.C. 20594



                                        Brief of Accident

      File No. - 2527       7/28/85    KANKAKEE,IL               A/C Reg. No. N20277             Time (Lcl) - 1015 CDT
-----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                       Injuries
                                                                  SUBSTANTIAL                 Fatal   Serious   Minor     None
     Type of Operation          -PERSONAL                       Fire                  Crew     0         0        0        1
     Flight Conducted Under     -14 CFR 91                        NONE                Pass     0         0        0        1
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 177B                 Eng Make/Model - LYCOMING O-360-A1F6D      ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt    -    2500                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -       4                     Rated Power     -      180 HP
-----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                   Airport Proximity
     Wx Briefing      - FSS                         Last Departure Point                        ON AIRPORT
       Method         - IN PERSON                     CINCINNATI,OH
       Completeness   - WEATHER NOT PERTINENT       Destination                               Airport Data
     Basic Weather    - VMC                           KANKAKEE,IL                                 KANKAKEE
       Wind Dir/Speed- 190/008 KTS                                                                Runway Ident      - 22
       Visibility     -     10.0    SM            ATC/Airspace                                    Runway Lth/Wid    -  5100/  100
       Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - VFR                     Runway Surface    - ASPHALT
       Lowest Ceiling         - NONE                Type of Clearance   - VFR                     Runway Status     - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      26              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                Current        - YES      Total       -     153          Last 24 Hrs - UNK/NR
         SE LAND                                Months Since   - 21       Make/Model-       17          Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-        2          Last 90 Days-      10


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT LANDED ON THE 5100 FT X 100 FT RWY, PORPOISED SEVERAL TIMES, LOST DIRECTIONAL CONTROL AND VEERED OFF THE RWY.
THE NOSE GEAR BROKE OFF AND THE ACFT NOSED DOWN.

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      File No. - 2527       7/28/85    KANKAKEE,IL               A/C Reg. No. N20277              Time (Lcl) - 1015 CDT
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Occurrence #1          LOSS OF CONTROL - ON GROUND
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
   1. LEVEL OFF - MISJUDGED - PILOT IN COMMAND
   2.      IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
   3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
   4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
---------------------------------------------------------------------------------------------------------------------------

Occurrence #2          NOSE DOWN
Phase of Operation     LANDING - ROLL

Finding(s)
   5. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL
   6. TERRAIN CONDITION - SOFT
---------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2471 12/07/85 CARBONDALE,IL A/C Reg. No. N62FS Time (Lcl) - 1215 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2
Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data
SOUTHERN ILLINOIS
Runway Ident - 18
Runway Lth/Wid - 5800/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - UNK/NR
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	15	Last 24 Hrs -	1
Make/Model-	15	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	15

Instrument Rating(s) - NONE

----Narrative----

ACCORDING TO THE STUDENT PILOT FLYING THE PLANE, AFTER HE TOUCHED DOWN ON HIS MAIN WHEELS HE LOWERED THE NOSE AND HE HEARD A CRACK. THE NOSE WHEEL THEN COLLAPSED ANDTHE AIRCRAFT SLID TO A STOP. ACCORDING TO THE OPERATOR OF THE AIRCRAFT NO PREEXISTING MALFUNCTIONS COULD BE FOUND IN THE NOSE GEAR ASSEMBLY. DAMAGE TO THE AIRCRAFT INCLUDED DAMAGED ENGINE MOUNTS, DEFORMATION OF THE COCKPIT FLOOR BENEATH THE RUDDER PEDALS, DAMAGE TO THE RIGHT MAIN GEAR ATTACHMENT BOX AND WRINKLED SKIN BEHIND THE REAR WINDOWS ON THE SIDES OF THE TAILCONE.

Brief of Accident (Continued)

File No. - 2471   12/07/85   CARBONDALE,IL   A/C Reg. No. N62FS   Time (Lcl) - 1215 CST

Occurrence #1   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FUSELAGE,SKIN - BUCKLED
2.   FLARE - IMPROPER - PILOT IN COMMAND
3. LANDING GEAR,MAIN GEAR - BENT
4.   GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2469 12/07/85 ROCHESTER,IN A/C Reg. No. N4155N Time (Lcl) - 1115 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONT MOTOR C85-7-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/006 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1800 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
FULTON COUNTY
Runway Ident - 11
Runway Lth/Wid - 3200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 199
Make/Model- 199
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 3

Instrument Rating(s) - NONE

----Narrative----

UPON TAKEOFF AND AFTER REACHING AN ALTITUDE OF APPROX TEN FEET THE RIGHT SIDE OF THE COWL BECAME UNLATCHED AND WHIPPED UP INTO THE AIRSTREAM, BLOCKING THE PILOTS FORWARD VIEW AND CAUSING SOME CONTROL PROBLEMS. HE ELECTED TO ABORT THE TAKEOFF AND RAN OFF THE RUNWAY DURING LANDING ROLLOUT. THE AIRCRAFT HIT A SNOWBANK AND FLIPPED OVER ON ITS BACK. ACCORDING TO THE PILOT THE COWL LATCHES APPEARED TO BE WORKING PROPERLY BEFORE AND AFTER THE ACCIDENT.

BEST COPY AVAILABLE

Brief of Accident (Continued)

File No. - 2469 12/07/85 ROCHESTER,IN A/C Reg. No. N4155N Time (Lcl) - 1115 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. COOLING SYSTEM,COWLING - UNLOCKED
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

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                           National Transportation Safety Board
                                Washington, D.C. 20594



                                   Brief of Accident

    File No. - 2476      9/14/85    PADUCAH,KY              A/C Reg. No. N30BL            Time (Lcl) - 1627 CDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                  Injuries
                                                                DESTROYED              Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                     Fire             Crew     1        0        0        0
      Flight Conducted Under     -14 CFR 91                     NONE            Pass     0        0        0        0
      Accident Occurred During   -MANEUVERING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - LAUX PITTS S-1S             Eng Make/Model - LYCOMING HO-360-A1A      ELT Installed/Activated - NO -N/A
      Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    1150                     Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -      1                      Rated Power     -     208 HP
---------------------------------------------------------------------------------------------------------------
-- -Environment/Operations Information----
    Weather Data                                Itinerary                                Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                     OFF AIRPORT/STRIP
        Method         - N/A                        PADUCAH,KY
        Completeness   - N/A                     Destination                             Airport Data
      Basic Weather    - VMC                        LOCAL
        Wind Dir/Speed- 040/005 KTS                                                        Runway Ident     - N/A
        Visibility     -    12.0    SM          ATC/Airspace                               Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -                      Type of Flight Plan - NONE               Runway Surface   - N/A
        Lowest Ceiling          - 12000 FT BROKEN  Type of Clearance   - NONE               Runway Status    - N/A
        Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      46            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL                            Current          - UNK/NR   Total      -     1700         Last 24 Hrs - UNK/NR
          SE LAND                               Months Since  - UNK/NR      Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR      Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

          Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRCRAFT WAS OBSERVED IN THE LOCAL AREA FOR SEVERAL MINUTES. IT WAS PERFOMING AEROBATIC MANEUVERS. ONE
WITNESS REPORTED THAT IT WAS LOWER THAN IT USUALLY WAS WHEN IT WAS PERFOMING THESE MANEUVERS. IT WAS OBSERVED TO DO
AN INSIDE LOOP, ROLL INVERTED AND THEN ENTER A VERTICAL CLIMB. THE ENGINE POWER WAS REDUCED OR THE ENGINE CUT OUT
AND THE AIRCRAFT ENTERED AN INVERTED SPIN. ONE WITNESS STATED THAT AFTER 3 OR 4 TURNS THE AIRCRAFT ENTERED A FLAT
SPIN. THE PILOT WAS WEARING A PARACHUTE BUT WAS FOUND STILL STRAPPED IN THE AIRCRAFT. IT IMPACTED INVERTED.

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Brief of Accident (Continued)

File No. - 2476   9/14/85   PADUCAH,KY   A/C Reg. No. N30BL   Time (Lcl) - 1627 CDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   MANEUVERING

Finding(s)
1. BECAME LOST/DISORIENTED - NOT CORRECTED - PILOT IN COMMAND
2. AEROBATICS - MISJUDGED - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   MANEUVERING

Finding(s)
4. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2586      10/23/85    HOPKINSVILE KY              A/C Reg. No.  8277Y            Time (Lcl) - 1130 CDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage                      Injuries
                                                                    SUBSTANTIAL              Fatal    Serious    Minor      None
      Type of Operation         -BUSINESS                          Fire                Crew     0          0         1          0
      Flight Conducted Under    -14 CFR 91                          NONE               Pass     0          0         0          0
      Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-28RT-201T           Eng Make/Model - CONTINENTAL TSIO-360-FBI  ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    2900                      Engine Type     - RECIP-FUEL INJECTED
      No. of Seats   -      4                       Rated Power     -     200 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                   Airport Proximity
      Wx Briefing       - FSS                        Last Departure Point                        UNK/NR
        Method          - TELEPHONE                    ORLANDO,FL
        Completeness    - PARTIAL,LMTD BY PILOT      Destination                               Airport Data
      Basic Weather     - IMC                          LOUISVILLE,KY
        Wind Dir/Speed- 180/003 KTS                                                              Runway Ident      - N/A
        Visibility      -     2.000 SM             ATC/Airspace                                  Runway Lth/Wid    - N/A
        Lowest Sky/Clouds  -        400 FT SCATTERED  Type of Flight Plan - IFR                  Runway Surface    - N/A
        Lowest Ceiling        -     800 FT OVERCAST   Type of Clearance   - IFR                  Runway Status     - N/A
        Obstructions to Vision- UNK/NR                Type Apch/Lndg      - UNK/NR
        Precipitation         - RAIN
        Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      46            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
          COMMERCIAL                               Current        - YES        Total      -      509        Last 24 Hrs -        4
          SE LAND                                  Months Since   - 17         Make/Model-       248        Last 30 Days-        4
                                                   Aircraft Type - UNK/NR      Instrument-       109        Last 90 Days-        4
                                                                               Multi-Eng -        22

          Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT HAD ELECTRICAL FAILURE DURING AN IFR FLT AND RADIO/RADAR CONTACT WAS LOST. THE PLT SAID HE WAS IN & OUT
OF THE CLOUDS DURING THE FINAL STAGES OR THE X-COUNTRY FLT. THE CLOUD CEILING WAS ABOUT 800 FT WHERE HE FINALLY
DESCENDED & LANDED IN A SOYBEAN FIELD. INVESTIGATION SHOWED THAT THE ALTERNATOR HAD FAILED.

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Brief of Accident (Continued)

File No. - 2566   10/23/95   HOPKINSVILE,KY   A/C Reg. No. 8277Y   Time (Lcl) - 1130 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ELECTRICAL SYSTEM,ALTERNATOR - FAILURE,TOTAL
2. WEATHER CONDITION - LOW CEILING

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - OPEN FIELD

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2473      11/26/85    WORCESTER,MA              A/C Reg. No. N4WG               Time (Lcl) - 1940 EST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                   Fatal   Serious   Minor    None
     Type of Operation          -EXECUTIVE/CORPORATE            Fire                    Crew     0        0        0        2
     Flight Conducted Under     -14 CFR 91                       NONE                   Pass     0        0        0        2
     Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - ISRAEL AIRCRAFT INDUSTRI WW-24 Eng Make/Model - GARRETT TFE-731-3-10     ELT Installed/Activated - NO -N/A
     Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines -  2                         Stall Warning System - YES
     Max Gross Wt   -  22850                         Engine Type     - TURBOJET
     No. of Seats   -       7                        Rated Power     -    7400 LBS THRUST
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                Airport Proximity
     Wx Briefing      - NWS                          Last Departure Point                     ON AIRPORT
       Method         - TELEPHONE                      DULLES,VA
       Completeness   - PARTIAL,LMTD BY PILOT        Destination                            Airport Data
     Basic Weather    - IMC                            WORCESTER,MA                             WORCESTER
       Wind Dir/Speed- 040/005 KTS                                                              Runway Ident      - 11
       Visibility     -     8.0   SM               ATC/Airspace                                 Runway Lth/Wid    -  6999/  150
       Lowest Sky/Clouds  -     PART OBS             Type of Flight Plan - IFR                  Runway Surface    - ASPHALT
       Lowest Ceiling         - OVERCAST             Type of Clearance   - IFR                  Runway Status     - ICE COVERED
       Obstructions to Vision- ICE FOG               Type Apch/Lndg      - ILS-COMPLETE
       Precipitation          - NONE                                       STRAIGHT-IN
       Condition of Light     - NIGHT(DARK)                                FULL STOP
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      42              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
        ATP,CFI                                Current          - YES        Total         -   9479        Last 24 Hrs -       5
        SE LAND,ME LAND                        Months Since   - UNK/NR       Make/Model-    6709        Last 30 Days- UNK/NR
                                               Aircraft Type  - 24           Instrument-     947        Last 90 Days-     138
                                                                            Multi-Eng -    7036

        Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
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ACCORDING TO THE PILOT, THE FLIGHT WAS NORMAL, UPON TOUCHDOWN THE REVERSERS WERE DEPLOYED, PILOT HAD INFORMATION THAT BRAKING ACTION WAS POOR AND RWY WAS ICY BUT HAD BEEN SANDED, PILOT LANDED ON THE LEFT SIDE OF THE RWY CENTERLINE AIRCRAFT BEGAN TO DRIFT FURTHER TO THE LEFT. THE LEFT MAIN GEAR LEFT THE RWY CAUSING THE ACFT TO BE PULLED OFF THE RWY, ACFT DEPARTED RWY IN TOTAL, COMING TO REST APPROX. 3000' FROM THE TOUCHDOWN POINT. PILOT STATED THAT DURING DESCENT HE & THE COPILOT WERE LATE IN THE APPLICATION OF ALL THE AIRCRAFT'S ANTIICING DEVICES, AND AIRCRAFTS WINDSHIELD ICED OVER WHICH LIMITED ALL BUT A SMALL AMOUNT OF VISIBILITY.

Brief of Accident (Continued)

File No. - 2473 11/26/85 WORCESTER,MA A/C Reg. No. N4WG Time (Lcl) - 1940 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - ICY
2. DIRECTIONAL CONTROL - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INATTENTIVE - PILOT IN COMMAND
4. INADEQUATE CERTIFICATION/APPROVAL,AIRMAN - COMPANY/OPERATOR MGMT
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
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Brief of Accident

File No. - 2415 3/11/85 LAUREL,MD A/C Reg. No. N52581 Time (Lcl) - 1250 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	2

----Aircraft Information----

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4
Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NWS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 130/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 14000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MORRISVILLE,VT
Destination
COLLEGE PARK,MD

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE,MILITARY
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	470	Last 24 Hrs -	4
Make/Model-	23	Last 30 Days-	UNK/NR
Instrument-	21	Last 90 Days-	33
Multi-Eng -	87	Rotorcraft -	30

Instrument Rating(s) - NONE

----Narrative----

WHILE ON A RETURN FLIGHT FROM MORRISVILLE,VT THE ACFT LOST PWR AND THE PIC ELECTED TO LAND IN A CUL-DE-SAC IM A RESIDENTIAL NEIGHBORHOOD. INVESTIGATION REVEALED THAT THE ACFT CONTAINED LESS THAN 1 GALLON OF FUEL. BOTH PLTS HAD DPTD PXT 4 DAYS PRIOR AND STOPPED ENROUTE TO PICK UP THEIR WIVES. FIVE GALLONS OF FUEL HAD BEEN DRAINED PRIOR TO DEPARTURE TO INSURE THE PROPER WT AND BALANCE. AFTER ARRIVING AT MVL THE PILOTS READ THE GUAGES AND CALCULATED FUEL COMSUMPTION AND ELECTED TO ADD 40 GALLONS OF FUEL. THEY NEVER PHYSICALLY CHECKED THE AMOUNT OF FUEL IN THE TANKS BFR DEPARTING MVL. FUEL EXHAUSTION OCCURRED ABT 3 HRS LTR FUEL GUAGES WERE ON EMPTY WELL BFR THAT TIME,PLT COULD HAVE LANDED BFR EXHAUSTING THE FUEL.

Brief of Accident (Continued)

File No. - 2415 3/11/85 LAUREL,MD A/C Reg. No. N52581 Time (Lcl) - 1250 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
5. OBJECT - OBJECT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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Washington, D.C. 20594

Brief of Accident

File No. - 2416 6/21/85 COLLEGE PARK,MD A/C Reg. No. N93533 Time (Lcl) - 2048 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

----Aircraft Information----

Make/Model - BELLANCA 17-30A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3325
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-K
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/004 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
COLLEGE PARK
Runway Ident - 33
Runway Lth/Wid - 2740/ 40
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - 17-30A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 3187
Make/Model- 468
Instrument- 10
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 18
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

BFR FLT, THE PLT OBTAINED FUEL SAMPLES THRU THE REMOTELY OPERATED GASCOLATOR, BUT DETECTED NO WATER. NO SAMPLES COULD BE DRAWN DIRECTLY FM THE WING OR FUSELAGE TANKS SINCE THEY HAD NO QUICK DRAINS INSTALLED. A PWR LOSS OCCURRED DRG TAKEOFF AT 50 TO 100 FT AGL. THE PLT SWITCHED FUEL TANKS (FROM L TO R MAIN) & ENGAGED THE BOOST PUMP. ENG PWR RETURNED AS THE ACFT STRUCK UTILITY LINES NEAR THE END OF THE RWY. THE ACFT THEN CRASHED & HIT A FENCE BFR COMING TO REST. A SIMILAR PWR LOSS OCCURRED APRX 3 WKS EARLIER. MAINT PSNL FOUND A LOOSE L TANK FUEL CAP WHICH COULD HAVE ALLOWED WATER TO LEAK INTO THIS TANK. A MECHANIC ADJUSTED THE FUEL CAP FOR A TIGHT FIT. THE ACFT WAS THEN FLOWN TWICE, PRIOR TO THE ACDNT, WITH NO EVIDENCE OF WATER IN THE FUEL OR OTHER DISCREPANCIES. HOWEVER, AFTER THE ACDNT, DIRECT ACCESS TO THE L MAIN TANK REVEALED THE PRESENCE OF WATER WHICH WAS COLORED PINK. PINK STAINS WERE ALSO PRESENT ON THE TANK WALL ABOVE THE AFT FUEL OUTLET PORT. THE OUTLET PORTS OF THE INTERCONNECTED MAIN TANK CELLS WERE 3/8 TO 1/2 INCH ABOVE THE TANK BOTTOMS.

Brief of Accident (Continued)

File No. - 2416 6/21/85 COLLEGE PARK,MD A/C Reg. No. N93533 Time (Lcl) - 2048 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM,CAP - LOOSE
2. FLUID,FUEL - CONTAMINATION
3. FLUID,FUEL - WATER
4. FUEL SYSTEM,DRAIN - INADEQUATE
5. AIRCRAFT PREFLIGHT - PERFORMED - PILOT IN COMMAND
6. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRCRAFT COMPONENT - MANUFACTURER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
7. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
8. LIGHT CONDITION - DARK NIGHT
9. OBJECT - WIRE,TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
10. TERRAIN CONDITION - OPEN FIELD

Occurrence #5 ON GROUND COLLISION WITH OBJECT
Phase of Operation OTHER

Finding(s)
11. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 6,8,9,11

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                                   Washington, D.C. 20594



                                       Brief of Accident

   File No. - 2457       6/22/85    PERRY HALL,MD             A/C Reg. No. N98079           Time (Lcl) - 1312 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor     None
   Type of Operation        -PERSONAL                          Fire                 Crew      0        0        1         0
   Flight Conducted Under   -14 CFR 91                          NONE                Pass      0        0        3         0
   Accident Occurred During -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - PIPER PA-28-140B           Eng Make/Model - LYCOMING O-320E2A         ELT Installed/Activated - YES/YES
   Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                           Stall Warning System - YES
   Max Gross Wt   -    2150                    Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats   -      4                     Rated Power     -      150 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
   Wx Briefing      - FSS                       Last Departure Point                       OFF AIRPORT/STRIP
     Method         - TELEPHONE                   PERRY HALL,MD
     Completeness   - WEATHER NOT PERTINENT     Destination                              Airport Data
   Basic Weather    - VMC                         LOCAL
     Wind Dir/Speed- 150/008 KTS                                                           Runway Ident     - N/A
     Visibility     -    5.0   SM             ATC/Airspace                                 Runway Lth/Wid   - N/A
     Lowest Sky/Clouds  -     20000 FT THIN BKN  Type of Flight Plan - NONE                Runway Surface   - N/A
     Lowest Ceiling        - 10000 FT BROKEN     Type of Clearance   - NONE                Runway Status    - N/A
     Obstructions to Vision- HAZE                Type Apch/Lndg      - NONE
     Precipitation         - NONE
     Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      38           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
         PRIVATE                                Current         - YES       Total      -      100       Last 24 Hrs - UNK/NR
         SE LAND                                Months Since    - 22        Make/Model- UNK/NR          Last 30 Days-      3
                                                Aircraft Type - 172         Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
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----Narrative----
ON JUNE 22, 1985 THE PLT AND THREE PASSENGERS BOARDED N98079. AFTER TAXING TO RWY 27 (WHICH HAS A ONE DEGREE UPGRADE),
THE ACFT BEGAN AN EXTENDED GROUND ROLL WITH A LEFT-QUARTERING TAILWIND OF APPROXIMATELY EIGHT KNOTS. AT THIS TIME, THE
ACFT WAS LOADED ABOUT 49 POUNDS FROM GROSS WEIGHT AND THE ENGINE HAD ACCUMULATED 1529 HOURS SINCE MAJOR OVERHAUL.
FOLLOWING ROTATION, THE ACFT MAINTAINED A NOSE HIGH ATTITUDE AND INITIATED A LEFT BANK. THE ACFT THEN CLIMBED ANOUT 200
FEET, BEFORE THE NOSE AND LEFT WING RAISED ABRUPTLY AND THE RIGHT WING LOWERED. THE ACFT THEN DISAPPEARED BELOW THE
TREES NEAR THE END OF THE RWY 27. THE ACFT CAME TO REST IN THE BACKYARD OF A RESIDENCE AT 5022 EAST JOPPA ROAD, PERRY
HALL, MD. EXAMINATION OF THE ENGINE DID NOT REVEAL ANY DISCREPANCIES, ALTHOUGH THE SPARK PLUGS APPEARED WORN. AT THE
TIME OF THE ACCIDENT, ABOUT 1917 FEET OF RWY WAS REQUIRED TO CLEAR A 50 FOOT OBSTACLE, USING A DENSITY ALTITUDE OF 1500
FEET. RWY 27 IS 2250 FEET IN LENGTH, WITH TREES ABOUT 50 FEET IN HEIGHT AT THE DEPARTURE END.
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Brief of Accident (Continued)

File No. - 2457 6/22/85 PERRY HALL,MD A/C Reg. No. N98079 Time (Lcl) - 1312 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - TAILWIND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IGNITION SYSTEM,SPARK PLUG - WORN
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
6. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
7. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2464       7/19/85    STEVENSVILLE,MD            A/C Reg. No. N737XD            Time (Lcl) - 1900 EDT
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                   SUBSTANTIAL                  Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                         Fire                Crew       0         0         0         1
      Flight Conducted Under     -14 CFR 91                        NONE                Pass       0         0         0         0
      Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 182RG                  Eng Make/Model - LYCOMING O-540 SERIES     ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    3100                       Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      4                        Rated Power    -     235 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                  Airport Proximity
      Wx Briefing      - FSS                       Last Departure Point                        ON AIRPORT
        Method         - TELEPHONE                   NORTH MYRTLE,SC
        Completeness   - FULL                      Destination                              Airport Data
      Basic Weather    - VMC                         SAME AS ACC/INC                             BAY BRIDGE
        Wind Dir/Speed- 150/008 KTS                                                            Runway Ident    - 10
        Visibility     -     8.0   SM            ATC/Airspace                                  Runway Lth/Wid  -  2900/   50
        Lowest Sky/Clouds -     CLEAR              Type of Flight Plan - VFR                   Runway Surface  - ASPHALT
        Lowest Ceiling        - NONE               Type of Clearance   - NONE                  Runway Status   - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation         - NONE                                     FULL STOP
        Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      33          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
          PRIVATE                                 Current          - NO      Total        -     135       Last 24 Hrs -       7
          SE LAND                                 Months Since   - UNK/NR    Make/Model-       70       Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR     Instrument-        0       Last 90 Days-      21


          Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER LANDING TO THE LEFT OF THE CENTERLINE OF RWY 10, THE ACFT VEERED LEFT OFF THE RWY AND COLLIDED WITH A DRAINAGE
DITCH LOCATED APPROXIMATELY 10 YARDS FROM THE RWY. FOLLOWING CONTRACT WITH THE DITCH, AT APPROXIMATELY 15 MPH, THE ACFT
FLIPPED OVER, COMING TO REST INVERTED.
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Brief of Accident (Continued)

File No. - 2464 7/19/85 STEVENSVILLE,MD A/C Reg. No. N737XD Time (Lcl) - 1900 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - DITCH
2. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
4. LANDING GEAR,NOSE GEAR - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 2459       7/23/85    MECHANICSVILLE,MD          A/C Reg. No. N24787            Time (Lcl) - 1656 EDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                  Injuries
                                                             SUBSTANTIAL                   Fatal    Serious    Minor     None
      Type of Operation          -INSTRUCTIONAL              Fire                 Crew       0         1         0         0
      Flight Conducted Under     -14 CFR 91                  NONE                 Pass       0         0         0         0
      Accident Occurred During   -DESCENT
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 152                 Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    1670                    Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                    Rated Power    -      118 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                 Airport Proximity
      Wx Briefing      - UNK/NR                   Last Departure Point                      OFF AIRPORT/STRIP
        Method         - UNK/NR                     CLINTON,MD
        Completeness   - UNK/NR                   Destination                              Airport Data
      Basic Weather    - VMC                        LOCAL
        Wind Dir/Speed- 030/006 KTS                                                           Runway Ident     - N/A
        Visibility     -     7.0   SM             ATC/Airspace                                Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     3000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - N/A
        Lowest Ceiling        - NONE                Type of Clearance   - NONE                Runway Status    - N/A
        Obstructions to Vision- NONE                Type Apch/Lndg      - UNK/NR
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      19             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
        Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
          STUDENT                               Current        - N/A        Total      -     23        Last 24 Hrs - UNK/NR
                                                Months Since   - N/A        Make/Model-      23        Last 30 Days- UNK/NR
                                                Aircraft Type  - N/A        Instrument- UNK/NR         Last 90 Days-      13
                                                                            Multi-Eng - UNK/NR         Rotorcraft   - UNK/NR

          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER COMPLETING SEVERAL LOW ALTITUDE PASSES OVER THE FAMILY BUSINESS, THE STUDENT PILOT EXTENDED 10 DEGREES OF FLAPS
AND PULLED THE POWER BACK TO SLOW THE AIRPLANE IN ORDER TO LENGTHEN HIS VIEWING TIME. ACCORDING TO THE PILOT, AFTER THE
ACCIDENT, AT BETWEEN 75-100 FEET OF ALTITUDE, THE NOSE PITCHED UPWARD AND THE AIRPLANE STALLED. THE PILOT FELT SURE THAT
 NO MECHANICAL PROBLEMS WERE INVOLVED, SINCE THE AIRPLANE WAS FLYING NORMALLY PRIOR TO THE STALL. THE AIRCRAFT
SUBSEQUENTLY COLLIDED WITH TERRAIN AT AN APPROXIMATE 65 DEGREE NOSE DOWN ATTITUDE.

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Brief of Accident (Continued)

File No. - 2459   7/23/85   MECHANICSVILLE,MD   A/C Reg. No. N24787   Time (Lcl) - 1656 EDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   MANEUVERING

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4. IMPROPER DECISION,DIVERTED ATTENTION - PILOT IN COMMAND
5. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
6. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

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                                       Brief of Accident

    File No. - 2461       7/27/85    WOODBINE,MD                  A/C Reg. No. N7657S           Time (Lcl) - 1400 EDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                    Fatal  Serious   Minor    None
      Type of Operation         -PERSONAL                       Fire                   Crew      0       0        0        2
      Flight Conducted Under    -14 CFR 91                       NONE                  Pass      0       0        0        0
      Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - BELLANCA 8GCBC               Eng Make/Model - LYCOMING O-360-C2D       ELT Installed/Activated - UNK/NR
      Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    2150                      Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      2                       Rated Power    -       180 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                 Airport Proximity
      Wx Briefing      - UNK/NR                     Last Departure Point                      ON AIRPORT
        Method         - UNK/NR                       SAME AS ACC/INC
        Completeness   - WEATHER NOT PERTINENT     Destination                             Airport Data
      Basic Weather    - VMC                          LOCAL                                   WOODBINE
        Wind Dir/Speed- 018/005 KTS                                                           Runway Ident     - UNK/NR
        Visibility     -     8.0   SM             ATC/Airspace                                Runway Lth/Wid   -  1650/  100
        Lowest Sky/Clouds  -     2800 FT THIN BKN   Type of Flight Plan - NONE                Runway Surface   - GRASS/TURF
        Lowest Ceiling       -   4500 FT BROKEN     Type of Clearance   - NONE                Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation        - NONE                                       FULL STOP
        Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     26             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
          PRIVATE,CFI                            Current        - UNK/NR      Total        -   3000          Last 24 Hrs - UNK/NR
          SE LAND                                Months Since   - UNK/NR      Make/Model- UNK/NR             Last 30 Days- UNK/NR
          GLIDER                                 Aircraft Type  - UNK/NR      Instrument- UNK/NR             Last 90 Days- UNK/NR
                                                                              Multi-Eng - UNK/NR             Rotorcraft  - UNK/NR

          Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER DURING A HARD LANDING AT WOODBINE AIRPORT, WOODBINE, MARYLAND, WHILE ON A CHECK RIDE.

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Brief of Accident (Continued)

File No. - 2401   7/27/85   WOODBINE,MD   A/C Reg. No. N7657S   Time (Lcl) - 1400 EDT

Occurrence #1   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2   NOSE OVER
Phase of Operation   LANDING - ROLL

Finding(s)
3. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2577       10/10/85    WINTERPORT,ME               A/C Reg. No. N9005G             Time (Lcl) - 1825 EDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                               DESTROYED                    Fatal   Serious    Minor      None
     Type of Operation         -PERSONAL                       Fire                Crew       1        0          0         0
     Flight Conducted Under    -14 CFR 91                       NONE               Pass       1        0          0         0
     Accident Occurred During  -DESCENT
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - CESSNA AIRCRAFT CO. C-182N     Eng Make/Model - CONTINENTAL O-470-R       ELT Installed/Activated - YES/NO
     Landing Gear  - TRICYCLE-FIXED                 Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt  -    2950                        Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -       4                        Rated Power    -     230 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                           BANGOR,ME
       Completeness   - N/A                         Destination                             Airport Data
     Basic Weather    - IMC                           BELFAST,ME
       Wind Dir/Speed- 020/008 KTS                                                              Runway Ident     - N/A
       Visibility     -     3.000 SM              ATC/Airspace                                  Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      500 FT PART OBS    Type of Flight Plan - NONE                  Runway Surface   - N/A
       Lowest Ceiling         -  2500 FT OVERCAST   Type of Clearance    - SPECIAL VFR          Runway Status    - N/A
       Obstructions to Vision- FOG                  Type Apch/Lndg       - NONE
       Precipitation         - RAIN
       Condition of Light    - DUSK
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     59           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                Current       - UNK/NR    Total      -    1800       Last 24 Hrs - UNK/NR
         SE LAND                                Months Since  - UNK/NR    Make/Model- UNK/NR        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-       0        Last 90 Days- UNK/NR


         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT DEPARTED BANGOR UNDER SPECIAL VFR DUR TO LOW CEILINGS. A WITNESS SAW THE ACFT FLY UNDER POWERLINES THAT
CROSSED A RIVER AND DISAPPEAR BEHIND TREES. THERE WAS NO INDICATION OF AN ACCIDENT. 22 DAY LATER, THE ACFT WAS LOCATED
150 FT SOUTH FROM THE POWERLINES ON THE BOTTOM OF THE RIVER.  INSPECTION OF THE WRECKAGE REVEALED GOUGES AND SCRAPES
ON THE LANDING GEAR AND PROPELLER.
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Brief of Accident (Continued)

File No. - 2577 10/10/85 WINTERPORT,ME A/C Reg. No. N9005G Time (Lcl) - 1825 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. OBJECT - WIRE,STATIC
3. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. TERRAIN CONDITION - WATER,GLASSY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                      Brief of Accident

     File No. - 2519       7/05/85    HASTINGS,MI                A/C Reg. No. N9306K            Time (Lcl) - 1545 EDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                        Injuries
                                                               DESTROYED                 Fatal   Serious   Minor     None
     Type of Operation          -PERSONAL                      Fire               Crew     0        0        0         1
     Flight Conducted Under     -14 CFR 91                     NONE               Pass     0        0        0         1
     Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - STINSON 108-2               Eng Make/Model - FRANKLIN 6A4165 SERIES    ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                           Stall Warning System - UNK/NR
     Max Gross Wt   -    2078                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                      Rated Power    -     165 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                      Destination                              Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC
       Wind Dir/Speed- 250/006 KTS                                                           Runway Ident      - N/A
       Visibility     -   20.0   SM             ATC/Airspace                                 Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     6000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface    - N/A
       Lowest Ceiling         - NONE               Type of Clearance   - NONE                Runway Status     - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     41           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review              Flight Time (Hours)
         PRIVATE                                 Current       - YES      Total       -    295         Last 24 Hrs -      2
         SE LAND                                 Months Since  - 12       Make/Model-      32          Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR   Instrument-       0          Last 90 Days-     10


         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PURPOSE OF THE FLIGHT WAS TO BREAK IN THE NEWLY OVERHAULED ENGINE. THE PILOT STATED THAT HE HAD BEEN FLYING AROUND
THE LOCAL AREA FOR ABOUT 25 MINUTES WHEN HE HEARD A CLANK AND THE ENGINE LOST COMPLETE POWER. THE PILOT DETERMINED THAT
A TREE LANDING WAS IMPENDING DUE TO THE LACK OF AN OPEN FIELD. THE ACFT COLLIDED WITH TREES IN A NOSE HIGH, WINGS LEVEL,
STALLED ATTITUDE. THE ACFT CAME TO REST IN A TREE ABOUT 10 FT AGL. DISASSEMBLY OF THE ENGINE DISCLOSED THE CRANKSHAFT
GEAR HAD FAILED. METALLURGICAL EXAM DETERMINED HIGH CYCLE   FATIGUE.

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Brief of Accident (Continued)

File No. - 2519 7/05/85 HASTINGS,MI A/C Reg. No. N9306K Time (Lcl) - 1545 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY - FAILURE,TOTAL
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2465       7/21/85    MILFORD,MI                  A/C Reg. No. N556H           Time (Lcl) - 1845 EDT
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                 Fatal    Serious    Minor      None
    Type of Operation         -PERSONAL                       Fire                 Crew      0         0         0          1
    Flight Conducted Under    -14 CFR 91                       NONE                Pass      0         0         0          1
    Accident Occurred During  -HOVER
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - ENSTROM HELICOPTER CORP  280C  Eng Make/Model - LYCOMING HIO-360-E1AD    ELT Installed/Activated - NO -N/A
    Landing Gear   - TRICYCLE-FIXED                 Number Engines -  1                         Stall Warning System - NO
    Max Gross Wt   -    2350                        Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       3                        Rated Power    -     205 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                     OFF AIRPORT/STRIP
      Method          - N/A                         PONTIAC,MI
      Completeness    - N/A                      Destination                            Airport Data
    Basic Weather     - VMC                         MILFORD,MI
      Wind Dir/Speed- 250/008 KTS                                                          Runway Ident     - N/A
      Visibility    -    20.0   SM              ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     15000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - N/A
      Lowest Ceiling         - 25000 FT OVERCAST   Type of Clearance   - NONE              Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      24            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
         PRIVATE                                Current        - YES     Total      -      205      Last 24 Hrs - UNK/NR
         SE LAND                                Months Since   -  4      Make/Model-        70      Last 30 Days- UNK/NR
         HELICOPTER                             Aircraft Type - UNK/NR   Instrument-         1      Last 90 Days-      8
                                                                                                   Rotorcraft  -    120

         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT MADE A "STEEP APPROACH" TO A HOVER OVER A BOAT CHANNEL AND THEN LD IN THE YARD OF A RESIDENCE. HE THEN
PICKED UP A 270 ID PAX FLEW A SHORT FLT AND WAS REFUELED WITH 25 GALS OF FUEL. AFTER ANOTHER SHORT FLT THE PILOT
RETURNED TO THE CHANNEL AND PERFORMED ANOTHER STEEP APPROACH. HE WAS UNABLE TO STOP THE DESCENT AND SETTLED INTO
THE WATER.

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File No. - 2465 7/21/85 MILFORD,MI A/C Reg. No. N556H Time (Lcl) - 1845 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)
1. ADEQUATE ROTOR RPM - DELAYED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. PLANNED APPROACH - POOR - PILOT IN COMMAND
4. DESCENT - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation HOVER

Finding(s)
5. LEVEL OFF - NOT ATTAINED - PILOT IN COMMAND
6. ROTOR RPM - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

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                              National Transportation Safety Board
                                    Washington, D.C. 20594


                                        Brief of Accident

     File No. - 2467       7/25/85    DETROIT,MI                 A/C Reg. No. N6508K            Time (Lcl) - 0930 EDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                       Fire                 Crew      0        0        0        1
     Flight Conducted Under    -14 CFR 91                       NONE                Pass      0        0        0        0
     Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172P II            Eng Make/Model - LYCOMING O-320-D2J        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2300                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                   Rated Power    -     160 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                Airport Proximity
     Wx Briefing      - NWS                    Last Departure Point                     ON AIRPORT
       Method         - TELEPHONE                FRASER,MI
       Completeness   - WEATHER NOT PERTINENT   Destination                            Airport Data
     Basic Weather    - VMC                      DETROIT,MI                              DETROIT CITY
       Wind Dir/Speed- 180/010 KTS                                                       Runway Ident     - 15
       Visibility     -   10.0   SM            ATC/Airspace                              Runway Lth/Wid   -  5091/  100
       Lowest Sky/Clouds -    CLEAR              Type of Flight Plan - NONE              Runway Surface   - ASPHALT
       Lowest Ceiling        - NONE              Type of Clearance   - VFR               Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     50          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                Current        - YES      Total      -    172        Last 24 Hrs - UNK/NR
         SE LAND                                Months Since   - 21       Make/Model-      13        Last 30 Days- UNK/NR
                                                Aircraft Type  - UNK/NR   Instrument-      19        Last 90 Days-      11


         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT WAS ON A VFR VASI APPROACH TO THE ATC CONTROLLED ARPT 5091 FT RUNWAY. DURING LD ROUND OUT THE PILOT
SAID IT FELD LIKE THE ACFT WAS "PUSHED" DOWN ONTHE RUNWAY.  THE ACFT BOUNCED AND THEN LD ON THE NOSE WHEEL. THE
PILOT SAID A HELICOPTER WAS IN A HOVER JUST RIGHT OF THE RUNWAY IN THE FLARE,TOUCHDOWN AREA.

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File No. - 2467 7/25/85 DETROIT,MI A/C Reg. No. N6508K Time (Lcl) - 0930 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2528       7/30/85    IRON MOUNTAIN,MI          A/C Reg. No. N5646Z           Time (Lcl) - 1500 CDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                   Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                    Crew     0        0        0        2
     Flight Conducted Under     -14 CFR 91                      NONE                   Pass     0        0        0        1
     Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - MAULE AIRCRAFT M-6            Eng Make/Model - LYCOMING IO-540           ELT Installed/Activated - YES/NO
     Landing Gear    - TAILWHEEL-ALL FIXED           Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt    -    2300                       Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats    -       4                       Rated Power    -     235 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                  Airport Proximity
     Wx Briefing       - NWS                        Last Departure Point                       ON AIRPORT
       Method          - UNK/NR                       BOULDER JNCT.,WI
       Completeness    - UNK/NR                    Destination                              Airport Data
     Basic Weather     - VMC                          SAME AS ACC/INC                          FORD
       Wind Dir/Speed- CALM                                                                    Runway Ident      - 01
       Visibility      -    30.0   SM              ATC/Airspace                                Runway Lth/Wid    -  6500/  150
       Lowest Sky/Clouds  -      3000 FT SCATTERED   Type of Flight Plan - NONE                Runway Surface    - ASPHALT
       Lowest Ceiling           - NONE               Type of Clearance   - NONE                Runway Status     - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation            - NONE
       Condition of Light       - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     59              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                 Current        - YES      Total      -     923        Last 24 Hrs -       1
         SE LAND                                 Months Since  -  6        Make/Model-        1        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR    Instrument-        0        Last 90 Days- UNK/NR


         Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING LANDING ROLLOUT THE AIRCRAFT GROUND LOOPED AND THE LEFT WING STRUCK THE RUNWAY. THIS WAS THE PILOT'S
FIRST FLIGHT IN THIS MODEL CONVENTIONAL GEAR AIRCRAFT.

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Brief of Accident (Continued)

File No. - 2528 7/30/85 IRON MOUNTAIN,MI A/C Reg. No. N56467 Time (Lcl) - 1500 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND
2. IMPROPER DECISION,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

Finding(s)
3. GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND
4. IMPROPER DECISION,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 2525       8/14/85    ALMONT,MI                A/C Reg. No. N76465           Time (Lcl) - 1120 EDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                    Injuries
                                                              DESTROYED                   Fatal   Serious   Minor   None
    Type of Operation        -PERSONAL                       Fire                  Crew     0        0        0       1
    Flight Conducted Under   -14 CFR 91                       NONE                 Pass     0        0        0       0
    Accident Occurred During -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 140                  Eng Make/Model - LYCOMING O-235-01         ELT Installed/Activated - YES/YES
    Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1500                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                      Rated Power    -     110 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     OFF AIRPORT/STRIP
      Method         - N/A                         SAME AS ACC/INC
      Completeness   - N/A                      Destination                             Airport Data
    Basic Weather    - IMC                         SAME AS ACC/INC
      Wind Dir/Speed- 130/010 KTS                                                          Runway Ident     - N/A
      Visibility    -     3.000 SM             ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -                       Type of Flight Plan - NONE                Runway Surface   - N/A
      Lowest Ceiling          -   500 FT BROKEN  Type of Clearance   - NONE                Runway Status    - N/A
      Obstructions to Vision- UNK/NR             Type Apch/Lndg      - FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      51             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
        PRIVATE                               Current       - YES       Total       -     27        Last 24 Hrs - UNK/NR
        SE LAND                               Months Since  - 18        Make/Model-       15        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR    Instrument-        0        Last 90 Days- UNK/NR

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER TAKEOFF AND ABOUT 300 FT AGL THE PLT SAID HIS ENG STOPPED BRIEFLY RESTARTED THEN STOPPED. HE LANDED IN A COW
PASTURE AND TO AVOID HITTING THE COWS LANDED HARD ON THE LEFT GEAR AND ENGINE. THE ACFT THEN NOSED OVER INVERTED.
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Brief of Accident (Continued)

File No. - 2525   8/14/85   ALMONT,MI   A/C Reg. No. N76465   Time (Lcl) - 1120 EDT

Occurrence #1	LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation	TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,CARBURETOR - INCORRECT
2. FUEL SYSTEM,CARBURETOR - OPEN
3. FUEL SYSTEM,CARBURETOR - STRIPPED THREAD

Occurrence #2	FORCED LANDING
Phase of Operation	DESCENT - EMERGENCY

Occurrence #3	NOSE OVER
Phase of Operation	LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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                                   National Transportation Safety Board
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                                           Brief of Accident

     File No. - 2428      10/09/85    CADILLAC,MI                A/C Reg. No. N254PW           Time (Lcl) - 2050 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI                 Aircraft Damage                         Injuries
                                                                   DESTROYED                     Fatal   Serious   Minor    None
    Type of Operation          -BUSINESS                          Fire               Crew          1        0        0        0
    Flight Conducted Under     -14 CFR 91                          NONE              Pass          1        0        0        0
    Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - GULFSTREAM 690A                 Eng Make/Model - GARRETT TPE331-5-252K     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE            Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -    9000                         Engine Type     - TURBOPROP
    No. of Seats   -       2                         Rated Power     -     715 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                                   Airport Proximity
    Wx Briefing      - FSS                          Last Departure Point                        OFF AIRPORT/STRIP
      Method         - TELEPHONE                      TOLEDO,OH
      Completeness   - FULL                        Destination                              Airport Data
    Basic Weather    - IMC                            SAME AS ACC/INC                          WEXFORD COUNTY
      Wind Dir/Speed- 040/001 KTS                                                              Runway Ident     - 25
      Visibility     -     1.000 SM               ATC/Airspace                                 Runway Lth/Wid   -  4542/  100
      Lowest Sky/Clouds  -     UNK/NR               Type of Flight Plan - IFR                  Runway Surface   - ASPHALT
      Lowest Ceiling         -    300 FT OVERCAST   Type of Clearance    - UNK/NR              Runway Status    - WET
      Obstructions to Vision- NONE                  Type Apch/Lndg       - UNK/NR
      Precipitation          - RAIN
      Condition of Light     - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                             Age -      39              Medical Certificate   VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                   Biennial Flight Review                Flight Time (Hours)
       ATP                                          Current          - YES        Total         5762          Last 24 Hrs -       5
       SE LAND,ME LAND                              Months Since   -  2           Make/Model- UNK/NR          Last 30 Days-      32
       HELICOPTER                                   Aircraft Type - 690A          Instrument-       0          Last 90 Days-      87


       Instrument Rating(s)  - AIRPLANE,HELICOPTER
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS CLEARED FOR AN NDB APPROACH TO CADILLAC. THE WKWAS 300 FT OVCST, 1 MILE VIS. SHORTLY AFTER CANCELLING
IFR THE ACFT CRASHED ON THE OPPOSITE SIDE OF THE ARPT FROM THE APPROACH END OF THE RWY. THE PILOT ACTIVATED RWY
LIGHTS WERE NEVER TURNED ON DURING THE APPROACH. IT WAS A NEWLY COMMISSIONED SYSTEM NOT YET ON APPROACH PLATES.
THEY WERE ON A NOTAM. AN NTAP REVEALED THAT THE ACFT WAS FOLLOWING THE RNAV FINAL APPROACH COURSE RATHER THAN THE
NDB FINAL APPROACH COURSE. IN ADDITION, A LIGHTED CHRISTMAS TREE FARM WAS LOCATED ADJACENT TO THE AIRPORT. LASTLY,
NO EVIDENCE OF MECHANICAL MALFUNCTION COULD BE FOUND IN THE WRECKAGE.
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Brief of Accident (Continued)

File No. - 2428 10/09/85 CADILLAC,MI A/C Reg. No. N254PW Time (Lcl) - 2050 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. WEATHER CONDITION - RAIN
5. NOTAMS - NOT OBTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
7. LIGHT CONDITION - DARK NIGHT
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE,COMPLACENCY - PILOT IN COMMAND
10. AIRPORT FACILITIES,RUNWAY END IDENT LIGHTS(REIL) - NOT OPERATING
11. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
12. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
13. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - NOT OPERATING
14. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
15. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,8,11

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,9,10,12,13,14,15

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                        National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

  File No. - 2556     11/23/85    HOLLAND,MI                 A/C Reg. No. N7424Z            Time (Lcl) - 1200 EST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-AGRICULTURAL AIRCRAFT          Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                   Fatal    Serious    Minor    None
     Type of Operation         -AERIAL APPLICATION             Fire                  Crew      0         0         1        0
     Flight Conducted Under    -14 CFR 137                      NONE                 Pass      0         0         0        0
     Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-25-235            Eng Make/Model - LYCOMING O540-B2B5      ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                        Stall Warning System - YES
     Max Gross Wt   -    2900                    Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       1                    Rated Power     -     235 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRPORT
       Method          - N/A                        SAME AS ACC/INC
       Completeness    - N/A                    Destination                             Airport Data
     Basic Weather     - VMC                        LOCAL                                  PARK TOWNSHIP
       Wind Dir/Speed- UNK/NR                                                              Runway Ident     - 05
       Visibility     -    10.0   SM            ATC/Airspace                               Runway Lth/Wid   -  3075/    50
       Lowest Sky/Clouds  -      UNK/NR           Type of Flight Plan - NONE               Runway Surface   - GRASS/TURF
       Lowest Ceiling          - UNK/NR           Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     29          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL,CFI                          Current         - YES      Total       -   3609      Last 24 Hrs -      6
         SE LAND,ME LAND                         Months Since    - 11       Make/Model-    947      Last 30 Days-     20
                                                 Aircraft Type - 172        Instrument-     99      Last 90 Days-    150
                                                                            Multi-Eng -     12

         Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CRASHED DURING A FORCED LNDG AFTER A LOSS OF POWER DURING INITIAL CLIMB. AFTER THE ACCIDENT THE PLT SAID
THAT HE DRAINED FUEL FROM THE MAIN FUEL STRAINER AND FOUND NO WATER IN THE FUEL PRIOR TO TAKEOFF. THE ACFT CARBURETOR
WAS DISASSEMBLED AFTER THE ACCIDENT AND THE FLOAT CHAMBER WAS FULL OF ICE. THE MAIN FUEL STRAINER WAS ALSO FOUND
FULL OF ICE. THE FUEL CAME FROM THE OWNERS PICK-UP TRUCK AND WAS NOT CHECKEDFOR WATER. AFTER THE ACCIDENT IT WAS
CHECKED AND WATER WAS FOUND IN THE FUEL SOURCE.

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Brief of Accident (Continued)

File No. - 2556 11/23/85 HOLLAND,MI A/C Reg. No. N7424Z Time (Lcl) - 1200 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND
3. REFUELING - NOT CORRECTED - PILOT IN COMMAND
4. FLUID,FUEL - WATER
5. FUEL SYSTEM - ICE
6. FUEL SYSTEM,CARBURETOR - ICE
7. FUEL SYSTEM,STRAINER - ICE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6,7

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

   File No. - 2470      12/07/85    KALAMAZOO,MI              A/C Reg. No. N7763             Time (Lcl) - 1200 EST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                  Injuries
                                                                 SUBSTANTIAL              Fatal   Serious   Minor   None
    Type of Operation          -BUSINESS                        Fire                Crew    0        0        0      1
    Flight Conducted Under     -14 CFR 91                        NONE               Pass    0        0        0      1
    Accident Occurred During   -HOVER
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELL 47G               Eng Make/Model - LYCOMING VO435            ELT Installed/Activated - NO -N/A
    Landing Gear   - SKID                   Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt   -   2850                 Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      3                 Rated Power    -     260 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                            Itinerary                              Airport Proximity
    Wx Briefing       - NWS                  Last Departure Point                    ON AIRSTRIP
      Method          - UNK/NR                 MATTAWAN,MI
      Completeness    - UNK/NR              Destination                          Airport Data
    Basic Weather     - UNK/NR                 KALAMAZOO,MI                          NEWMAN'S
      Wind Dir/Speed- 180                                                           Runway Ident      - 18
      Visibility    -     2.000 SM         ATC/Airspace                              Runway Lth/Wid    -  2700 -UNK/NR
      Lowest Sky/Clouds  -     UNK/NR        Type of Flight Plan - NONE              Runway Surface    - SNOW
      Lowest Ceiling         -    800 FT OVERCAST  Type of Clearance   - NONE        Runway Status     - SNOW - DRY
      Obstructions to Vision- SMOKE           Type Apch/Lndg      - STRAIGHT-IN
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                      Age -     42            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
       COMMERCIAL,CFI                      Current         - YES     Total       -   7956        Last 24 Hrs -        2
       SE LAND,ME LAND                     Months Since    - 14      Make/Model-    5084        Last 30 Days- UNK/NR
       HELICOPTER                          Aircraft Type - UNK/NR    Instrument-     107        Last 90 Days-      71
                                                                     Multi-Eng -      12        Rotorcraft   -   7129

       Instrument Rating(s)  - AIRPLANE,HELICOPTER
-----------------------------------------------------------------------------------------------------------------
----Narrative----
UPON THE APPROACH TO HOVER FOR LANDING ON A SNOW COVERED AIRSTRIP, DRY SNOW BLEW UP AND OBSCURED THE PILOT'S VISUAL
REFERENCES. ONE SKID TOUCHED DOWN AS THE HELICOPTER WAS MOVING LATERALLY CAUSING THE AIRCRAFT TO ROLL OVER ON ITS
SIDE.

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Brief of Accident (Continued)

File No. 2470 12/07/85 KALAMAZOO,MI A/C Reg. No. N7763 Time (Lcl) - 1200 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)
1. WEATHER CONDITION - WHITEOUT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - SNOW COVERED
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation HOVER

Occurrence #3 ROLL OVER
Phase of Operation HOVER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

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                               National Transportation Safety Board
                                     Washington, D.C. 20594



                                        Brief of Accident

     File No. - 2524       8/11/85    LITTLE FALLS,MN            A/C Reg. No. N5J264          Time (Lcl) - 1330 CDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                  Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                       Fire                   Crew     0         0          0         1
     Flight Conducted Under     -14 CFR 91                       NONE                  Pass     0         0          0         1
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152                   Eng Make/Model - LYCOMING O-235 SERIES     ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1670                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                      Rated Power    -     110 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                          CEDAR,MN
       Completeness   - N/A                        Destination                            Airport Data
     Basic Weather    - VMC                          LITTLE FALLS,MN
       Wind Dir/Speed- 140/011 KTS                                                          Runway Ident     - N/A
       Visibility     -    20.0   SM              ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     4000 FT SCATTERED   Type of Flight Plan - NONE              Runway Surface   - ASPHALT
       Lowest Ceiling         - 25000 FT BROKEN     Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      32           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                 Current        - NO        Total      -     154         Last 24 Hrs - UNK/NR
         SE LAND                                 Months Since   - UNK/NR    Make/Model-      154         Last 30 Days- UNK/NR
                                                 Aircraft Type  - UNK/NR    Instrument-        0         Last 90 Days-       9


         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
PILOT HAD DEPT WITH MINIMUM FUEL FOR THE 60 MI X-COUNTRY FLT. HE OVERFLEW DEST BY 25 MI AND AFTER CORRECTING COURSE RAN
OUT OF FUEL 2 MI SHORT OF THE APRT. WHILE LANDING ON A COUNTRY ROAD ACFT VEERED INTO A DITCH.

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Brief of Accident (Continued)

File No. - 2524 8/11/85 LITTLE FALLS,MN A/C Reg. No. N53264 Time (Lcl) - 1330 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5 IMPROPER DECISION.INADEQUATE TRAINING - PILOT IN COMMAND
6. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
7. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
8. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
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Brief of Accident

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      File No. - 2523       8/18/85    HECTOR,MN                 A/C Reg. No. N8777F              Time (Lcl) - 1700 CDT
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                            Injuries
                                                                  SUBSTANTIAL                      Fatal    Serious    Minor      None
      Type of Operation          -PERSONAL                       Fire                    Crew      0          0          0          1
      Flight Conducted Under     -14 CFR 91                       NONE                   Pass      0          0          0          1
      Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model      - HUGHES 269A                   Eng Make/Model - LYCOMING HIO-360 SER      ELT Installed/Activated - NO -N/A
      Landing Gear    - SKID                          Number Engines -  1                            Stall Warning System - NO
      Max Gross Wt    -    1550                       Engine Type     - RECIP-FUEL INJECTED
      No. of Seats    -       2                       Rated Power     -     210 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                    Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                            HECTOR,MN
        Completeness   - N/A                         Destination                               Airport Data
      Basic Weather    - VMC                            LOCAL
        Wind Dir/Speed- 315/010 KTS                                                              Runway Ident      - N/A
        Visibility     -   20.0   SM                ATC/Airspace                                 Runway Lth/Wid    - N/A
        Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE                 Runway Surface    - GRASS/TURF
        Lowest Ceiling          - NONE                Type of Clearance   - NONE                 Runway Status     - DRY
        Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                             Age -     43           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                   Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL                                 Current          - YES        Total      -    5885         Last 24 Hrs -        1
          SE LAND,ME LAND                            Months Since     -  4         Make/Model-       86         Last 30 Days- UNK/NR
          HELICOPTER                                 Aircraft Type - UNK/NR        Instrument-       20         Last 90 Days-       43
                                                                                   Multi-Eng -       15         Rotorcraft  -     3800

          Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER LIFTOFF FROM AN OPEN FLD, ON A SHORT LOCAL FLT THE HELICOPTER EXPERIENCED FUEL EXHUASTION. DURING THE AUTO
ROTATION LANDING, IN AN OPEN FIELD THE HELICOPTER ROLLED ON THE SIDE.

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Brief of Accident (Continued)

File No. - 2523 8/18/85 HECTOR,MN A/C Reg. No. N8777F Time (Lcl) - 1700 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

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National Transportation Safety Board
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Brief of Accident

File No. - 2551   11/28/85   DULUTH,MN   A/C Reg. No. N8082B   Time (Lcl) - 1330 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 320/018 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
CRYSTAL,MN
Destination
DULUTH,MN

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 110
Make/Model- 104
Instrument- 2
Last 24 Hrs - 1
Last 30 Days- 6
Last 90 Days- 18

Instrument Rating(s) - NONE

----Narrative----

THE PILOT DEPARTED CRYSTAL LAKE FOR A FLIGHT TO VISIT RELATIVES FOR THANKSGIVING. HE DID NOT OBTAIN A PREFLIGHT WEATHER BRIEFING NOR DID HE CONTACT ANY GROUND FACILITY DURING THE FLIGHT. HE WAS QUALIFIED TO FLY IN VFR CONDITIONS ONLY. THE AIRCRAFT IMPACTED THE SURFACE OF A FROZEN LAKE EIGHT MILES FROM DULUTH IAP AND WAS DESTROYED. AN EXAMINATION OF THE WRECKAGE REVEALED NOTHING THAT WOULD CAUSE AN INFLIGHT PROBLEM. WEATHER AT DULUTH IAP AT THE APPROX TIME OF THE CRASH WAS: EST 1000 FT OVERCAST, VISIBILITY 1 1/2 MILES WITH LIGHT SNOW AND FOG. WEATHER AT DULUTH 40 MIN BEFORE THIS OBSERVATION WAS: 200 FT CEILING, SKY OBSCURED. VISIBILITY 3/4 MILE WITH LIGHT SNOW AND FOG.

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Brief of Accident (Continued)

File No. - 2551 11/28/85 DULUTH,MN A/C Reg. No. N8082B Time (Lcl) - 1330 CST

Occurrence #1 UNDETERMINED
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - FOG
2. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
6. WEATHER CONDITION - SNOW

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)
7. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4,7

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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                    Brief of Accident

     File No. - 2498       6/05/85    KALISPELL,MT              A/C Reg. No. N908V            Time (Lcl) - 1240 MDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                 Injuries
                                                                  SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                        Fire                 Crew    0        0        0        1
     Flight Conducted Under     -14 CFR 91                        NONE                Pass    0        0        0        1
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - BEECH V35B                   Eng Make/Model - CONTINENTAL IO-520-BA    ELT Installed/Activated - YES/NO
     Landing Gear  - TRICYCLE-RETRACTABLE         Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt  -    3400                      Engine Type    - RECIP-FUEL INJECTED
     No. of Seats  -       6                      Rated Power    -     285 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                               Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                    ON AIRPORT
        Method         - N/A                          PLAINS,MT
        Completeness   - N/A                      Destination                            Airport Data
      Basic Weather    - VMC                          SAME AS ACC/INC                       KALISPELL
       Wind Dir/Speed- 260/015 KTS                                                          Runway Ident     - 31
       Visibility    -     15.0   SM              ATC/Airspace                              Runway Lth/Wid   -  3600/    70
       Lowest Sky/Clouds  -     UNK/NR              Type of Flight Plan - NONE              Runway Surface   - ASPHALT
       Lowest Ceiling        -   4500 FT OVERCAST   Type of Clearance   - NONE              Runway Status    - ICE COVERED
       Obstructions to Vision- NONE                 Typ  Apch/Lndg      - FULL STOP
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     71             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        ATP                                      Current        - YES        Total       -   6000       Last 24 Hrs -       1
        SE LAND                                  Months Since   -  6         Make/Model-    6000       Last 30 Days- UNK/NR
                                                 Aircraft Type  - B-35       Instrument- UNK/NR        Last 90 Days-      16
                                                                             Multi-Eng - UNK/NR        Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
N904V, A PRIVATELY OWNED B-35, SKIDDED OFF TO THE SIDE OF A RUNWAY DURING LANDING. THE PLT SAID THAT HE
INADVERTENTLY ACTIVATED THE GEAR UP SWITCH INSTEAD OF THE FLAP SWITCH. THE RIGHT LANDING GEAR COLLAPSED CAUSING
THE PLT TO LOSE CONTROL OF ACFT.

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Brief of Accident (Continued)

File No. - 2498 6/05/85 KALISPELL,MT A/C Reg. No. N908V Time (Lcl) - 1240 MDT

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                   National Transportation Safety Board
                         Washington, D.C. 20594


                            Brief of Accident
   File No. - 2522       6/09/85    MELSTONE,MT               A/C Reg. No. N75063             Time (Lcl) - 0740 MDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                      Fire                Crew      1         0          0        0
    Flight Conducted Under     -14 CFR 91                      NONE               Pass      0         0          0        0
    Accident Occurred During   -MANEUVERING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-32R-300            Eng Make/Model - LYCOMING IO540-K1          ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt   -    3400                     Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      7                      Rated Power    -    300 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                          MELSTONE,MT
      Completeness   - N/A                       Destination                              Airport Data
    Basic Weather    - VMC                          BILLINGS,MT
      Wind Dir/Speed- 340/005 KTS                                                            Runway Ident     - N/A
      Visibility     -    50.0   SM             ATC/Airspace                                 Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     UNK/NR             Type of Flight Plan - NONE                 Runway Surface   - N/A
      Lowest Ceiling        -   8000 FT BROKEN    Type of Clearance   - NONE                 Runway Status    - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      55           Medical Certificate - EXPIRED
     Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
        PRIVATE                                 Current        - YES      Total      -   2000        Last 24 Hrs -      2
        SE LAND                                 Months Since   -  2       Make/Model-    1400        Last 30 Days-     10
                                                Aircraft Type  - 32R-300  Instrument-       5        Last 90 Days-     40

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS OBSERVED IN A LEFT TURN IN A STEEP DIVE UNTIL IT PASSED OUT OF VIEW BEHIND A HILL. THE
INVESTIGATION REVEALED NO EVIDENCE OF AIRFRAME OR ENGINE MALFUNCTION OR FAILURE PIROR TO THE CRASH. MEDICAL
FINDINGS REVEALED THE PLT, SOLE OCCUPANT, HAD 90 PERCENT NARROWING OF BOTH CORONARY ARTERIES AND EVIDENCE OF
RECENT HEMORRAGE.

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Brief of Accident (Continued)

File No. - 2522 6/09/85 MELSTONE,MT A/C Reg. No. N75063 Time (Lcl) - 0740 MDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. INCAPACITATION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 2495       7/20/85    KALISPELL,MT              A/C Reg. No. N5414C          Time (Lcl) - 2100 MDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                  Injuries
                                                             SUBSTANTIAL                Fatal    Serious    Minor    None
    Type of Operation        -PERSONAL                      Fire                 Crew     0         0         0        1
    Flight Conducted Under   -14 CFR 91                      NONE                Pass     0         0         0        3
    Accident Occurred During -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 170B              Eng Make/Model - FRANKLIN O-300          ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED      Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    2050                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -     4                    Rated Power    -     145 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                    ON AIRPORT
      Method         - N/A                       KALISPEL,MT
      Completeness   - N/A                    Destination                          Airport Data
    Basic Weather    - VMC                       LOCAL                                KALISPELL CITY
      Wind Dir/Speed- CALM                                                            Runway Ident      - 13
      Visibility     -    15.0    SM          ATC/Airspace                            Runway Lth/Wid    -  3600/    70
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE           Runway Surface    - ASPHALT
      Lowest Ceiling        - NONE              Type of Clearance   - NONE           Runway Status     - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     39            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                            Current      - UNK/NR    Total      -     208          Last 24 Hrs -      1
        SE LAND                            Months Since - UNK/NR    Make/Model-      149          Last 30 Days- UNK/NR
                                           Aircraft Type - PA-28    Instrument-        1          Last 90 Days-      6
                                                                    Multi-Eng - UNK/NR            Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS RETURNING FROM A LOCAL PLEASURE FLT. IT WAS A HOT DAY. THE PLT SAID THAT HE INADVERTENTLY LEVELED
THE ACFT APRX 10 FT HIGH. HE SAID THE ACFT STALLED CAUSING A HARD LANDING. THE IMPACT CAUSED SUBSTANTIAL DAMAGE
TO THE ACFT.

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File No. - 2495 7/20/85 KALISPELL,MT A/C Reg. No. N5414C Time (Lcl) - 2100 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. FLARE - IMPROPER - PILOT IN COMMAND
3. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
4. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. STALL - PREMATURE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

    File No. - 2512      8/04/85    SUPERIOR,MT              A/C Reg. No. N8976K          Time (Lcl) - 2045 MDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor     None
      Type of Operation         -PERSONAL                       Fire               Crew      0        0        0         1
      Flight Conducted Under    -14 CFR 91                       NONE              Pass      0        0        0         1
      Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - STINSON 108-1              Eng Make/Model - FRANKLIN 6A4150 SERIES    ELT Installed/Activated - YES/NO
      Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    2078                    Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      4                     Rated Power    -     150 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                Airport Proximity
      Wx Briefing     - NO RECORD OF BRIEFING       Last Departure Point                    OFF AIRPORT/STRIP
        Method        - N/A                           MISSOULA,MT
        Completeness  - N/A                        Destination                           Airport Data
      Basic Weather   - VMC                           COEUR D'ALENE,ID
        Wind Dir/Speed- 090/005 KTS                                                         Runway Ident     - N/A
        Visibility    -   30.0   SM              ATC/Airspace                                Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     6500 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - GRASS/TURF
        Lowest Ceiling          - NONE              Type of Clearance   - NONE              Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN
        Precipitation           - NONE                                    FORCED LANDING
        Condition of Light      - NIGHT(DARK)
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      37          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
          PRIVATE                               Current         - YES       Total     -     460        Last 24 Hrs -       6
          SE LAND                               Months Since  -  9          Make/Model-     424        Last 30 Days- UNK/NR
                                                Aircraft Type - 108-1       Instrument-       3        Last 90 Days-      55


          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS FLYING WITH HIS WIFE ON A PLEASURE FLIGHT TO IDAHO WHEN SMOKE STARTED COMING INTO THE CABIN. ENGINE OIL
PRESSURE WENT TO ZERO. THE PLT SECURED THE ENGINE AND MADE A FORCED LANDING TO A FARMER'S FIELD. THE ACFT WAS
SUBSTANTIALLY DAMAGED; HOWEVER, THE PLT AND HIS WIFE WERE NOT INJURED.

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Brief of Accident (Continued)

File No. - 2512   8/04/85   SUPERIOR,MT   A/C Reg. No. N8975K   Time (Lcl) - 2045 MDT

Occurrence #1   LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. LUBRICATING SYSTEM,OIL LINE - BURNED
2. LUBRICATING SYSTEM,OIL LINE - BURST
3. FLUID,OIL - LOSS,TOTAL

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3

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                         National Transportation Safety Board
                               Washington, D.C. 20594


                                  Brief of Accident
     File No. - 2521      9/05/85    SAINT MARY,MT            A/C Reg. No.  CGTGV           Time (Lcl) - 1006 MDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Cperating Certificate-NONE (GENERAL AVIATION).       Aircraft Damage                        Injuries
                                                               DESTROYED                  Fatal   Serious   Minor     None
    Type of Operation          -PERSONAL                      Fire                  Crew     1        0         0        0
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass     1        1         1        0
    Accident Occurred During   -MANEUVERING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28RT-201T          Eng Make/Model - CONTINENTAL TSIO-360-FB   ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2900                     Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       4                     Rated Power    -     200 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                Airport Proximity
    Wx Briefing      - FSS                       Last Departure Point                     OFF AIRPORT/STRIP
      Method         - ACFT RADIO                  CALGARY
      Completeness   - UNK/NR                   Destination                             Airport Data
    Basic Weather    - IMC                         KALISPELL,MT
      Wind Dir/Speed- UNK/NR                                                               Runway Ident     - N/A
      Visibility     - UNK/NR                  ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     UNK/NR            Type of Flight Plan - VFR                 Runway Surface   - N/A
      Lowest Ceiling         - UNK/NR            Type of Clearance   - NONE                Runway Status    - N/A
      Obstructions to Vision- UNK/NR             Type Apch/Lndg      - NONE
      Precipitation          - UNK/NR
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -      28            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (Hours)
       ATP,CFI                              Current          - YES      Total      -     4000        Last 24 Hrs - UNK/NR
       SE LAND,ME LAND                      Months Since   -  2         Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                            Aircraft Type  - PA-23      Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                        Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

       Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT RECEIVED WX UPDATE ENROUTE TO KALISPELL, MT. HE ATTEMPTED TO NAVIGATE THROUGH THE GLACIER NATIONAL PARK,
FOLLOWING THE "GOING-TO-THE-SUN" HIGHWAY. THE WX ALONG THE  PLT'S ROUTE OF FLT INCLUDED LOW CLOUD CEILING,
LIMITED VISIBILITY AND MOUNTAIN OBSCUREMENT. THE PLT FLEW INTO A BOX CANYON AND COLLIDED WITH SEVERAL TREES
BEFORE GROUND IMPACT. THE PLT HELD A CANADIAN AIRLINE TRANSPORT CERTIFICATE WITH AN INSTRUMENT RATING.

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Brief of Accident (Continued)

File No. - 2521   9/05/85   SAINT MARY,MT   A/C Reg. No. CGTGV   Time (Lcl) - 1006 MDT

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   MANEUVERING

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - OBSCURATION
6. WEATHER CONDITION - CLOUDS
7. JUDGEMENT - POOR - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   MANEUVERING

Finding(s)
9. OBJECT - TREE(S)
10. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7,8,10

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6

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                          National Transportation Safety Board
                               Washington, D.C. 20594


                                  Brief of Accident

    File No. - 2552      12/18/85    WIBAUX,MT              A/C Reg. No. N24198           Time (Lcl) - 1630 MST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                                 DESTROYED                 Fatal   Serious   Minor    None
      Type of Operation         -BUSINESS                       Fire               Crew      0        1         0       0
      Flight Conducted Under    -14 CFR 91                       NONE              Pass      0        0         1       0
      Accident Occurred During  -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model      - BEECH V-35B              Eng Make/Model - CONTINENTAL IO-520-BA     ELT Installed/Activated - YES/YES
      Landing Gear    - TRICYCLE-RETRACTABLE     Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt    -    3400                  Engine Type    - RECIP-FUEL INJECTED
      No. of Seats    -       5                  Rated Power    -     285 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                 Airport Proximity
      Wx Briefing     - FSS                      Last Departure Point                      OFF AIRPORT/STRIP
        Method        - ACFT RADIO                 BEECH,ND
        Completeness  - UNK/NR                   Destination                             Airport Data
      Basic Weather   - VMC                        BILLINGS,MT
        Wind Dir/Speed- 330/020 KTS                                                        Runway Ident     - N/A
        Visibility    -    2.000 SM            ATC/Airspace                                Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -    UNK/NR           Type of Flight Plan - NONE                Runway Surface   - N/A
        Lowest Ceiling        -  1200 FT OVERCAST  Type of Clearance  - NONE               Runway Status    - N/A
        Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
        Precipitation         - SNOW
        Condition of Light    - DUSK
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     50            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
         PRIVATE                               Current        - YES      Total       -    1968      Last 24 Hrs -       1
         SE LAND                               Months Since   - 10       Make/Model-     1512      Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR   Instrument-        8      Last 90 Days-      34


         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT LIGHT SNOW WAS FALLING AT THE ARPT AT THE TIME OF DEPARTURE. THE PAX STATED AFTER THE
ACCIDENT THAT THE PLT ENCOUNTERED CLOUDS AT THEIR CRUISE ALT OF ABOUT 6000 FT. HE CONTINUED TO STATE THAT THE
ACFT MADE A SHALLOW DESCENT AT FIRST ENCOUNTER WITH THE CLOUDS BUT BECAME VERY STEEP SEVERAL TIMES DURING THE
DESCENT. THE ACFT BROKE OUT OF THE CLOUDS AND IMPACTED THE SNOW COVERED FIELD AT A HIGH RATE OF DESCENT AND
AIRSPEED. THE PLT DID NOT PERFORM A PREFLIGHT INSPECTION OF THE ACFT, HE DID NOT DEICE THE ACFT PRIOR TO
DEPARTURE AND HE DOES NOT HOLD AN INSTRUMENT RATING.
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                                      Brief of Accident (Continued)

       File No. - 2552      12/18/85    WIBAUX,MT                    A/C Reg. No. N24198          Time (Lcl) - 1630 MST
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Occurrence #1          IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation     CRUISE

Finding(s)
  1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  2. AIRCRAFT PREFLIGHT - MISJUDGED - PILOT IN COMMAND
  3. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
  4. WEATHER CONDITION - CLOUDS
  5.   FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  6.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  7. WEATHER CONDITION - ICING CONDITIONS
  8.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
  9. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 10. STALL - INADVERTENT - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------

Occurrence #2          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     DESCENT
-------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT

Finding(s)
 11. TERRAIN CONDITION - SNOW COVERED
-------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3,5,10

Factor(s) relating to this accident is/are finding(s) 1,6
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2509 9/11/85 HAYESVILLE,NC A/C Reg. No. N128SP Time (Lcl) - 0105 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -UNKNOWN
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 404
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 8400
No. of Seats - 5

Eng Make/Model - CONTINENTAL GTSIO-520-M
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
UNKNOWN
Destination
UNK/NR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

----Narrative----

FISHERMAN HEARD AN AIRCRAFT OVERHEAD BUT DID NOT SEE ANY SIGN OF IT IN THE NIGHT SKY. SHORTLY THEREAFTER THEY SAW A FLASH AND FIRE ON THE SIDE OF A MOUNTAIN, THEN THEY HEARD THE EXPLOSION. THE SHERIFF WAS CALLED AND AN INVESTIGATION REVEALED A CRASHED AIRCRAFT. THERE WERE NO SIGNS OF OCCUPANTS IN OR NEAR THE AIRCRAFT. THE NEXT MORNING THE BODY OF A HEAVILY ARMED MAN WHO HAD ON A PARACHUTE AND A DEPLOYED RESERVE PARACHUTE WAS FOUND SEVERAL MILES AWAY IN A RESIDENTIAL AREA. A KEY TO THE CRASHED AIRCRAFT WAS FOUND ON THE BODY.

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Brief of Accident (Continued)

File No. - 2509 9/11/85 HAYESVILLE,NC A/C Reg. No. N128SP Time (Lcl) - 0105 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. AIRCRAFT HANDLING

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - PILOT IN COMMAND

Occurrence #3 FIRE/EXPLOSION
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2559      11/19/85    BRYSON CITY,NC             A/C Reg. No. N9547E             Time (Lcl) - 1500 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                  DESTROYED                     Fatal   Serious   Minor     None
      Type of Operation        -PERSONAL                          Fire                   Crew     1        0        0         0
      Flight Conducted Under   -14 CFR 91                          NONE                  Pass     2        0        0         0
      Accident Occurred During -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 182R                   Fng Make/Model - CONTINENTAL O-470-U      ELT Installed/Activated - UNK/NR
      Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                         Stall Warning System - YES
      Max Gross Wt   -    3100                       Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                       Rated Power    -     230 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                    Airport Proximity
      Wx Briefing      - FSS                          Last Departure Point                         OFF AIRPORT/STRIP
        Method         - TELEPHONE                      SHELBY,NC
        Completeness   - FULL                        Destination                                Airport Data
      Basic Weather    - VMC                            SAME AS ACC/INC                            SOSSAMON
        Wind Dir/Speed- 200/012 KTS                                                                Runway Ident     - 00
        Visibility     -    20.0   SM              ATC/Airspace                                    Runway Lth/Wid   -  2200/    47
        Lowest Sky/Clouds  -     1000 FT SCATTERED  Type of Flight Plan - NONE                     Runway Surface   - ASPHALT
        Lowest Ceiling         - NONE               Type of Clearance   - NONE                     Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - GO AROUND
        Precipitation          - NONE
        Condition of Light     - UNK/NR
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     51              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                                Current        - YES       Total       -    171       Last 24 Hrs - UNK/NR
          SE LAND                                Months Since   - UNK/NR    Make/Model-      84       Last 30 Days-       4
                                                 Aircraft Type  - 152       Instrument-       3       Last 90 Days-      24
                                                                            Multi-Eng - UNK/NR        Rotorcraft   - UNK/NR

          Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT MADE A NORMAL APCH AND HAD THE FLAPS DOWN TO ABOUT 15 DEG. TOUCH DOWN AS ABOUT ONE THIRD DOWN THE RWY.
THERE WAS A BOUNCE AND THE RIGHT WING CAME UP AND THE ACFT VEERED TO THE LEFT OFF THE RWY. POWER WAS APPLIED AND
THE ACFT PARALLELED THE RWY. THE LEFT WING CONTACTED SEVERAL SMALL LIMBS OF TREES ALONG THE SIDE OF THE GRASSY AREA.
IT LIFTED OFF ABOUT THE MIDDLE OF THE TURN AROUND ON THE EAST END OF THE ARPT. THE LEFT WING CONTACTED A TREE AND
THE ACFT ROLLED LEFT AND DOVE INTO THE RIVER ABOUT 200 FT BELOW. THERE WAS A VARIABLE CROSS WIND. THERE WERE SKID
MARKS IN THE GRASS AND ON THE ASPHALT TURNAROUND.
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Brief of Accident (Continued)

File No. - 2559 11/19/85 BRYSON CITY,NC A/C Reg. No. N9547E Time (Lcl) - 1500 EST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING

Finding(s)
1. WEATHER CONDITION - CROSSWIND

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation LANDING

Finding(s)
2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
5. OBJECT - TREE(S)
6. DIRECTIONAL CONTROL - NOT PERFORMED - PILOT IN COMMAND
7. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
8. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,7

Factor(s) relating to this accident is/are finding(s) 5

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

   File No. - 2477      12/26/85    KINGS MOUNTAIN,NC          A/C Reg. No. N7300A          Time (Lcl) - 1630 EST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                         Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor     None
     Type of Operation         -PERSONAL                      Fire                  Crew      0        0        1        0
     Flight Conducted Under    -14 CFR 91                      NONE                 Pass      0        0        1        0
     Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172                Eng Make/Model - CONTINENTAL O-300-A       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2200                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                   Rated Power    -      145 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                            Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                       SALISBURY,NC
       Completeness   - N/A                    Destination                             Airport Data
     Basic Weather    - VMC                       FRANKLIN COUNTY,GA
       Wind Dir/Speed- 240/015 KTS                                                        Runway Ident     - N/A
       Visibility     -    10.0    SM          ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE               Runway Surface   - DIRT
       Lowest Ceiling         - NONE             Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - NONE                                  SNOW - DRY
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -     59            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review              Flight Time (Hours)
         PRIVATE                            Current         - YES     Total      -     300        Last 24 Hrs -       0
         SE LAND                            Months Since    -  3      Make/Model-     279         Last 30 Days- UNK/NR
                                            Aircraft Type   - C-172   Instrument- UNK/NR          Last 90 Days-       0
                                                                      Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR


         Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT HAD BEEN MOORED ON AN OPEN RAMP IN EXTREMELY COLD TEMPERTURES. DURING PREFLIGHT THE PLT FOUND THAT THE
FUEL STRAINER DRAIN WOULD NOT CLOSE AND ONE WING TANK DRAIN WOULD NOT OPEN. A MECHANIC ATTEMPTED TO REPAIR THE
LEAKING STRAINER BUT COULD NOT STOP FUEL FROM FLOWING BY USE OF THE SELECTOR VALVE. A PLUG WAS PLACED IN THE
STRAINER TO MINIMIZE THE LEAK AND THE PLT DECIDED TO FLY TO HIS HOMEBASE TO MAKE THE NECESSARY REPAIRS. ABOUT
15 MINUTES INTO THE FLT, THE ACFT EXPERIENCED A LOSS OF POWER REQUIRING A FORCED LANDING. INSPECTION OF THE FUEL
SYSTEM INDICATED THE PRESENCE OF WATER IN THE SELECTOR VALVE.
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Brief of Accident (Continued)

File No. - 2477 12/26/85 KINGS MOUNTAIN,NC A/C Reg. No. N7300A Time (Lcl) - 1630 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - TEMPERATURE EXTREMES
4. FUEL SYSTEM - FROZEN
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                         Brief of Accident

   File No. - 2497       6/18/85    GRAND FORKS,ND            A/C Reg. No. N5203V           Time (Lcl) - 1545 CDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                       Injuries
                                                               DESTROYED                  Fatal   Serious   Minor    None
     Type of Operation         -INSTRUCTIONAL                  Fire              Crew       0        0        0        2
     Flight Conducted Under    -14 CFR 91                      NONE              Pass       0        0        0        0
     Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - HUGHES 269C                  Eng Make/Model - LYCOMING IO-360-D1A     ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - SKID                         Number Engines -  1                         Stall Warning System - NO
     Max Gross Wt   -    1670                      Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       3                      Rated Power    -      200 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                Airport Proximity
     Wx Briefing      - FSS                       Last Departure Point                     ON AIRPORT
       Method         - TELEPHONE                   SAME AS ACC/INC
       Completeness   - FULL                     Destination                             Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                        MARK ANDREWS
       Wind Dir/Speed- 330/020 KTS                                                         Runway Ident    - 35R
       Visibility     -    20.0   SM            ATC/Airspace                               Runway Lth/Wid  -   400/    50
       Lowest Sky/Clouds  -    UNK/NR             Type of Flight Plan - NONE               Runway Surface  - ASPHALT
       Lowest Ceiling        -  4500 FT OVERCAST  Type of Clearance   - TRAFFIC ADVISORY   Runway Status   - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - SIMULATED FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      37            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
         COMMERCIAL,CFI                        Current         - YES      Total      -    1661      Last 24 Hrs -       2
         SE LAND                               Months Since  -  9         Make/Model-     224       Last 30 Days- UNK/NR
         HELICOPTER                            Aircraft Type - UNK/NR     Instrument-     107       Last 90 Days-      40
                                                                          Multi-Eng -      20       Rotorcraft  -    1550

         Instrument Rating(s)  - AIRPLANE,HELICOPTER
---------------------------------------------------------------------------------------------------------------
----Narrative----
ON JUNE 18, 1985, A STUDENT PLT AND HIS INSTRUCTOR WERE ON ALOCAL TNG FLT. PRIOR TO COMPLETING THE MISSION, THE
INSTRUCTOR HAD HIS STUDENT EXECUTE A 180 DEGREE AUTOROTATION. DURING THE MANEUVER, THE MAIN ROTOR RPM WAS
ALLOWED TO DECAY INTO THE CRITICAL RANGE WHICH RESULTED IN A HARD LANDING AND SUBSEQUENTLY DESTROYED THE HELICOPTER.

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Brief of Accident (Continued)

File No. - 2497   6/18/85   GRAND FORKS,ND   A/C Reg. No. N5203V   Time (Lcl) - 1545 CDT

Occurrence   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. ROTOR RPM - NOT MAINTAINED - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. AUTOROTATION - ATTEMPTED - DUAL STUDENT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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Brief of Accident

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     File No. - 2554      11/01/85    BISMARCK,ND                 A/C Reg. No. N3663K            Time (Lcl) - 1600 CST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                   SUBSTANTIAL                    Fatal    Serious    Minor     None
     Type of Operation          -BUSINESS                         Fire                  Crew      0         0         1         0
     Flight Conducted Under     -14 CFR 91                         NONE                 Pass      0         0         1         0
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH A36TC                Eng Make/Model - CONTINENTAL TSIO-520-UB   ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    3650                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       4                    Rated Power    -      300 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                   Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                        OFF AIRPORT/STRIP
       Method         - N/A                       SAME AS ACC/INC.
       Completeness   - N/A                    Destination                               Airport Data
     Basic Weather    - VMC                      DICKINSON,ND                                BISMARCK MUNICIPAL
       Wind Dir/Speed- 210/007 KTS                                                           Runway Ident     - 31
       Visibility     -    12.0    SM          ATC/Airspace                                  Runway Lth/Wid   - N/A
       Lowest Sky/Clouds -      5000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - DIRT
       Lowest Ceiling        - NONE              Type of Clearance    - NONE                 Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg       - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      53               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL                            Current         - YES     Total      -     702         Last 24 Hrs -      2
        SE LAND,ME LAND                       Months Since    - 14      Make/Model-      241         Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR    Instrument-      148         Last 90 Days-     26
                                                                        Multi-Eng -       50

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
SHORTLY AFTER TAKEOFF, THE PLT OF THE BEECH A36TC ACFT ACTIVATED WHAT HE BELIEVED WAS THE FLAP RETRACTION LEVER,
AND THE ENG QUIT. THE PLT MADE A FORCED LANDING APRX 1000 FT FROM THE RWY DEPARTURE END. DURING THE
INVESTIGATION, THE ENG WAS STARTED AND FUNCTIONED NORMALLY, UNTIL THE EMERG FUEL PUMP (EFP) SWITCH WAS
ACTIVATED, WHICH RESULTED IN THE ENG QUITTING DUE TO FLOODING. THIS STEP WAS REPEATED SEVERAL TIMES WITH THE
SAME RESULTS. THE EFP SWITCH AND FLAP RETRACTION LEVER ARE APRX TWO INCHES APART.

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Brief of Accident (Continued)

File No. - 2554 11/01/85 BISMARCK,ND A/C Reg. No. N3663K Time (Lcl) - 1600 CST

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Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM - INCORRECT
2. FUEL BOOST PUMP SELECTOR POSITION - INADVERTENT USE - PILOT IN COMMAND
3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),CONTROL LOCATION - MANUFACTURER

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
4. LIGHT CONDITION - DAYLIGHT

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
6. STALL - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,6

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                                  Brief of Accident

     File No. - 2571      12/20/85    AINSWORTH,NE              A/C Reg. No. N110LG            Time (Lcl) - 1855 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI             Aircraft Damage                        Injuries
                                                                DESTROYED                  Fatal    Serious    Minor      None
     Type of Operation          -POSITIONING                   Fire               Crew      1         0         0          0
     Flight Conducted Under     -14 CFR 91                      NONE              Pass      2         0         0          0
     Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BELL 206L                  Eng Make/Model - ALLISON 250-C20B         ELT Installed/Activated - YES/NO
     Landing Gear   - SKID                       Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    4150                    Engine Type    - TURBOSHAFT
     No. of Seats   -       3                    Rated Power    -      420 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                      Airport Proximity
     Wx Briefing      - FSS                      Last Departure Point                           OFF AIRPORT/STRIP
       Method         - TELEPHONE                  KEARNEY,NE
       Completeness   - PARTIAL,LMTD BY PILOT     Destination                                 Airport Data
     Basic Weather    - UNK/NR                      AINSWORTH,NE
       Wind Dir/Speed- 300/006 KTS                                                               Runway Ident      - N/A
       Visibility     -    2.000 SM            ATC/Airspace                                      Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -      UNK/NR          Type of Flight Plan - NONE                      Runway Surface    - N/A
       Lowest Ceiling        -   2500 FT OVERCAST  Type of Clearance   - NONE                    Runway Status     - N/A
       Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
       Precipitation         - DRIZZLE
       Condition of Light    - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -      32               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review               Flight Time (Hours)
        COMMERCIAL                             Current        - YES       Total       -   2264        Last 24 Hrs -        6
                                               Months Since  -  6         Make/Model-     271         Last 30 Days- UNK/NR
        HELICOPTER                             Aircraft Type - UH1H       Instrument-     105         Last 90 Days-       67
                                                                                                      Rotorcraft   -    2264

        Instrument Rating(s)  - HELICOPTER
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THIS MED-EVAC HELICOPTER WAS BEING POSITIONED TO PICK UP A PATIENT. THE PLT OBTAINED A WX BRIEFING WHICH
INCLUDED A FORECAST FOR A CHANCE OF MARGINAL VMC ALONG THE PLANNED ROUTE, ALTHOUGH AT THE TIME OF THE BRIEFING
THE DEST WEATHER WAS VMC. THE FLT DEPARTED AT ABOUT SUNDOWN AND THE DEST WX DETERIORATED WHILE THE FLT WAS
ENROUTE. WITNESSES NEAR THE ACDT SITE, WHICH WAS 23 NM SE OF THE DEST, REPORTED FREEZING RAIN AND/OR WET SNOW
FALLING AS THE HELICOPTER FLEW PAST THEIR RANCHES AT LOW ALT HEADING NW. IT WAS COMPLETELY DARK AT THE TIME OF
THE ACDT AND THE AREA WHERE THE ACDT OCCURRED IS SPARSLEY POPULATED PROVIDING FEW GROUND LIGHTS FOR VISUAL REF
THE HELICOPTER CRASHED IN HILLY, SNOW COVERED TERRAIN IN A NEAR VERTICAL, NOSE LOW ATTITUDE AND WAS DESTROYED.

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Brief of Accident (Continued)

File No. - 2571   12/20/85   AINSWORTH,NE   A/C Reg. No. N110LG   Time (Lcl) - 1855 CST

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   CRUISE

Finding(s)
1. WEATHER CONDITION - SNOW
2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
3. IMPROPER DECISION,PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
4. WEATHER CONDITION - RAIN
5. LIGHT CONDITION - DARK NIGHT

Occurrence #2   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   CRUISE

Finding(s)
6. SPIRAL - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 2514      5/12/85    CARRIZOZO,NM                A/C Reg. No. N8618A            Time (Lcl) - 1700 MDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                   Injuries
                                                                  SUBSTANTIAL              Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                        Fire                Crew    1        0         0        0
     Flight Conducted Under     -14 CFR 91                        ON GROUND          Pass    0        0         0        0
     Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - ENSTROM F-28F                  Eng Make/Model - LYCOMING HIO-360 FIAD     ELT Installed/Activated - YES/YES
     Landing Gear   - SKID                           Number Engines -  1                           Stall Warning System - NO
     Max Gross Wt   -    1950                        Engine Type     - TURBOSHAFT
     No. of Seats   -      2                         Rated Power     -     225 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                     Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING         Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                             ALBUQUERQUE,NM
       Completeness   - N/A                          Destination                             Airport Data
     Basic Weather    - VMC                             CARRIZOZO,NM
       Wind Dir/Speed- UNK/NR                                                                   Runway Ident     - N/A
       Visibility     -   15.0   SM                 ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR                 Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling         - NONE                  Type of Clearance   - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE                   Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -    48            Medical Certificate - NON-VALID MEDICAL
      Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
         STUDENT                                  Current        - N/A       Total     -    121        Last 24 Hrs - UNK/NR
                                                  Months Since   - N/A       Make/Model-     83        Last 30 Days- UNK/NR
                                                  Aircraft Type  - N/A       Instrument-      0        Last 90 Days- UNK/NR
                                                                                                       Rotorcraft  -     98

         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PILOT DEPARTED ALBIQUERQUE, NM WITH LESS THAN FULL FUEL TANKS AND A WORN OUT ENG DRIVEN FUEL PUMP WHICH
ALLOWED FUEL TO BE PUMPED OVERBOARD. NO FLT FLAN WAS FILED. DURING HIS VMC X-COUNTRY FLT, THE ENG FAILED AND AN
UNSUCCESSFUL AUTOROTATION RESULTED IN FATAL INJURIES. THE INVESTIGATION REVEALED THE FUEL GAUGE WAS INACCURATE AND NO
FUEL WAS FOUND IN THE LINES SUPPLYING FUEL TO THE ENG. THE ENG WAS NOT RUNNING AT THE TIME IMPACT.

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Brief of Accident (Continued)

File No. - 2514   5/12/85   CARRIZOZO,NM   A/C Reg. No. N8618A   Time (Lcl) - 1700 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. FUEL SYSTEM,PUMP - WORN
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. FUEL SYSTEM,PUMP - SIPHONING
7. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,7

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 2496       7/07/85    RIO RANCHO,NM              A/C Reg. No. N53410             Time (Lcl) - 1136 MDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor    None
      Type of Operation         -PERSONAL                       Fire               Crew       0        0        1        0
      Flight Conducted Under    -14 CFR 91                       NONE              Pass       0        2        0        0
      Accident Occurred During  -DESCENT
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 172P                   Eng Make/Model - LYCOMING O-320-D2J        ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    2150                       Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      4                        Rated Power    -      160 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                         ALBUQUERQUE,NM
        Completeness   - N/A                      Destination                              Airport Data
      Basic Weather    - VMC                         LOCAL
        Wind Dir/Speed- 300/004 KTS                                                           Runway Ident     - N/A
        Visibility     -   40.0   SM             ATC/Airspace                                 Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -      CLEAR            Type of Flight Plan - NONE                 Runway Surface   - N/A
        Lowest Ceiling          - NONE             Type of Clearance   - NONE                 Runway Status    - N/A
        Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      26              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
          COMMERCIAL,MILITARY                     Current          - YES       Total        -    542       Last 24 Hrs -        3
          SE LAND,ME LAND                         Months Since   -  1          Make/Model-      22       Last 30 Days- UNK/NR
                                                  Aircraft Type  - C-150       Instrument- UNK/NR        Last 90 Days-       38
                                                                               Multi-Eng -     512       Rotorcraft   - UNK/NR

          Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A PLEASURE FLT, WITH HIS PARENTS AS PAX, THE PLT DECIDED TO DEMONSTRATE A GLIDE DOWN TO APRX 500 FT AGL.
WHEN HE ADDED POWER FOR RECOVERY, HE STALLED THE ACFT. BEFORE COMPLETE RECOVERY WAS POSSIBLE, THE ACFT STRUCK
THE GROUND.

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Brief of Accident (Continued)

File No. - 2496 7/07/85 RIO RANCHO,NM A/C Reg. No. N53410 Time (Lcl) 1136 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)
1. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
5. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
6. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

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                                               National Transportation Safety Board
                                                        Washington, D.C. 20594


                                                           Brief of Accident

       File No. - 2553        12/23/85    CLOUDCROFT,NM              A/C Reg. No. N9201L           Time (Lcl) - 1220 MST
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----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                           Injuries
                                                                  SUBSTANTIAL                 Fatal     Serious      Minor      None
      Type of Operation           -PERSONAL                      Fire                 Crew      0          1           0          0
      Flight Conducted Under      -14 CFR 91                      NONE                Pass      0          0           0          0
      Accident Occurred During    -LANDING
------------------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - GRUMMAN GULFSTREAM AMERI AA-1A Eng Make/Model - LYCOMING O-235-C2C        ELT Installed/Activated - YES/NO
      Landing Gear  - TRICYCLE-FIXED                 Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt  -    1500                        Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats  -       2                        Rated Power    -     108 HP
------------------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                   Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                        OFF AIRPORT/STRIP
        Method         - N/A                         ALAMOGORDO,NM
        Completeness   - N/A                      Destination                               Airport Data
      Basic Weather    - VMC                         CLOVIS,NM
        Wind Dir/Speed- 330/010 KTS                                                            Runway Ident     - N/A
        Visibility     -    50.0   SM              ATC/Airspace                                Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - NONE                Runway Surface   - N/A
        Lowest Ceiling        - NONE                 Type of Clearance   - NONE                Runway Status    - N/A
        Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     49             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                                 Current        - UNK/NR     Total      -    384        Last 24 Hrs - UNK/NR
          SE LAND                                 Months Since   - UNK/NR     Make/Model-     318        Last 30 Days- UNK/NR
                                                  Aircraft Type  - UNK/NR     Instrument-       0        Last 90 Days-      16


          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT HE WAS FOLLOWING A HIGHWAY FROM ALAMOGORDO, NM TO ROSWELL, NM. THE PLT CONTINUED TO STATE
THAT THE HIGHWAY LEAD HIM INTO AN AREA OF HIGH TERRAIN THAT HIS ACFT COULD NOT CLIMB OVER. THE PLT WAS UNABLE TO
TURN AROUND AND EXECUTED AN EMERG LANDING INTO TREES. THE PLT INDICATED THAT THERE WERE NO MECHANICAL PROBLEMS
WITH ACFT.

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Brief of Accident (Continued)

File No. - 2553   12/23/85   CLOUDCROFT,NM   A/C Reg. No. N9201L   Time (Lcl) - 1220 MST

Occurrence   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   LANDING

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
6. OBJECT - TREE(S)
7. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,7

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                              Washington, D.C. 20594



                                  Brief of Accident

   File No. - 2565      11/26/85    PANACA,NV              A/C Reg. No. N999TG          Time (Lcl) - 1512 PST
-------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                               DESTROYED                Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire               Crew      1        0        0        0
    Flight Conducted Under     -14 CFR 91                      NONE              Pass      0        0        0        0
    Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - GRIFFIN, THOMAS MODIFIED KR-Z  Eng Make/Model - CONTINENTAL A-65-8      ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-RETRACTABLE MAINS    Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt   -     1000                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -        1                       Rated Power    -       65 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                               Airport Proximity
    Wx Briefing      - UNK/NR                     Last Departure Point                    OFF AIRPORT/STRIP
      Method         - UNK/NR                       PACANA,NV
      Completeness   - UNK/NR                    Destination                            Airport Data
    Basic Weather    - VMC                          PANACA,NV                              PANACA
      Wind Dir/Speed- 120/002 KTS                                                          Runway Ident     - 70
      Visibility     - UNK/NR                   ATC/Airspace                               Runway Lth/Wid   -  1620/   60
      Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE               Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- UNK/NR              Type Apch/Lndg      - NONE
      Precipitation          - UNK/NR
      Condition of Light     - UNK/NR
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     66              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                    Flight Time (Hours)
        COMMERCIAL                            Current         - YES        Total       -    704       Last 24 Hrs -        1
        SE LAND                               Months Since  -  2           Make/Model-        1       Last 30 Days-        1
                                              Aircraft Type - 172          Instrument-        0       Last 90 Days-        1


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------
----Narrative----
A WITNESS TO THE ACCIDENT OBSERVED THE AIRCRAFT CLIMB STRAIGHT AHEAD AND MAKE A SHALLOW LEFT 90 DEGREE TURN.
THE AIRCRAFT WAS THEN OBSERVED TO RESUME LEVEL FLIGHT. THE AIRCRAFT THEN SLOWLY WENT INTO A BANK AND FELL OFF INTO
A DIVE STRIKING THE GROUND. THIS WAS THE FIRST TEST FLIGHT FOR THIS AIRCRAFT. NO FAILURE OR MALFUNCTION WAS FOUND
IN THE AIRFRAME, POWER PLANT OR FLIGHT CONTROLS. NO STALL WARNING SYSTEM WAS INSTALLED ON THIS AIRCRAFT. ON AUTOPSY
THE MEDICAL EXAMINERS OPINION WAS THAT THE PILOTS DEATH WAS CAUSED BY MULTIPLE EXTREME TRAUMATIC INJURIES. THE
PILOT HAD HAD A CORONARY BYPASS OPERATION. THE PILOT PROBABLY ENTERED INTO A STALL DURING THE TURN TO DOWNWIND
WITH INSUFFICIENT ALTITUDE AVAILABLE FOR RECOVERY.

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File No. - 2565   11/26/95   PANACA,NV   A/C Reg. No. N999TG   Time (Lcl) - 1512 PST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                                       Brief of Accident
    File No. - 2595      4/04/85   RONKONKOMA,NY              A/C Reg. No. N10220           Time (Lcl) - 0905 EST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                                DESTROYED                Fatal   Serious   Minor     None
     Type of Operation          -PERSONAL                      Fire              Crew     1        0        0         0
     Flight Conducted Under     -14 CFR 91                      NONE             Pass     0        0        0         0
     Accident Occurred During   -DESCENT
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 310H                   Eng Make/Model - CONTINENTAL IO-470D     ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt   -    5200                       Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -       6                       Rated Power     -      260 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRPORT
       Method         - N/A                           SAME AS ACC/INC
       Completeness   - N/A                        Destination                              Airport Data
     Basic Weather    - VMC                           ST. AUGUSTINE,FL                          LONG ISLD MACAUTHER ARPT
       Wind Dir/Speed- 310/012 KTS                                                              Runway Ident     - UNK/NR
       Visibility     -    15.0   SM               ATC/Airspace                                 Runway Lth/Wid   -  5186/  150
       Lowest Sky/Clouds  -    25000 FT SCATTERED    Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
       Lowest Ceiling        - NONE                  Type of Clearance   - NONE                 Runway Status    - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      45                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                     Flight Time (Hours)
        COMMERCIAL                              Current          - YES          Total       -     132       Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                         Months Since   -  3             Make/Model-       22       Last 30 Days-        2
                                                Aircraft Type - 310H            Instrument-        0       Last 90 Days-       27
                                                                                Multi-Eng -       26

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRCRAFT DEEPARTED RUNWAY 33L AND CLIMBED TO ABOUT 500 FEET AGL WITH THE LANDING GEAR DOWN. NEAR THE DEPARTURE
END OF RUNWAY 33L THE AIRCRAFT BANKED RIGHT AND SPIRALED TO THE GROUND AND CRASHED.
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Brief of Accident (Continued)

File No. - 2595   4/04/85   RONKONKOMA,NY   A/C Reg. No. N1022Q   Time (Lcl) - 0905 EST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                              Brief of Accident
  File No. - 2426      8/17/85    BROOKLYN,NY             A/C Reg. No. N5250G          Time (Lcl) - 1207 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               DESTROYED                      Fatal  Serious  Minor  None
    Type of Operation          -OTHER WORK USE                Fire                      Crew    1      0       0      0
    Flight Conducted Under     -14 CFR 91                      NONE                     Pass    0      0       0      0
    Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA C-305A                 Eng Make/Model - CONTINENTAL O-470-11     ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED           Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2300                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                       Rated Power    -     213 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
      Method          - N/A                         COLTS NECK,NJ
      Completeness    - N/A                      Destination                              Airport Data
    Basic Weather     - VMC                         LOCAL
      Wind Dir/Speed- 190/010 KTS                                                           Runway Ident     - N/A
      Visibility      -   20.0   SM             ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      30000 FT THIN BKN  Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling          - NONE               Type of Clearance   - NONE               Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -      39              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                  Biennial Flight Review                    Flight Time (Hours)
        COMMERCIAL                                Current        - YES        Total      -    2600        Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                           Months Since   -  6         Make/Model-       87        Last 30 Days-       30
        HELICOPTER                                Aircraft Type  - 305A       Instrument- UNK/NR          Last 90 Days-       79
                                                                              Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

        Instrument Rating(s)   - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING AN AERIAL BANNER TOW OPERATION AT LOW LEVEL ALONG THE BEACH, WITNESSES OBSERVED THE AIRPLANE BANK SHARPLY
TO THE RIGHT AND DIVE INTO THE WATER. WITNESSES RECALL THE ENGINE NOISE TO HAVE BEEN LOUD YET SPUTTERING BEFORE
THE IMPACT. INSPECTION OF THE WRECKAGE REVEALED THE CARRY THRU AILERON CABLE FAILED DUE TO EXCESSIVE WEAR AND
OVERLOAD FORCES. WIRE FRACTURE ANALYSIS DID NOT DIFFERENTIATE PRE OR POST IMPACT FAILURE.

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Brief of Accident (Continued)

File No. - 2426 8/17/85 BROOKLYN,NY A/C Reg. No. N5250G Time (Lcl) - 1207 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
2. UNDETERMINED
3. FLT CONTROL SYST,AILERON CONTROL - WORN

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
4. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

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Brief of Accident

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     File No. - 2596       8/28/85    WHEATLAND,NY                A/C Reg. No. N9787U            Time (Lcl) - 1945 EDT
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor   None
     Type of Operation          -INSTRUCTIONAL                  Fire                  Crew      0        0        0       2
     Flight Conducted Under     -14 CFR 91                       NONE                 Pass      0        0        0       0
     Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - GRUMMAN AA-1C               Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1600                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                     Rated Power    -     115 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                   Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                        OFF AIRPORT/STRIP
       Method         - N/A                        LEROY,NY
       Completeness   - N/A                      Destination                               Airport Data
     Basic Weather    - VMC                        ROCHESTER,NY
       Wind Dir/Speed- UNK/NR                                                                Runway Ident     - N/A
       Visibility     -      5.0    SM         ATC/Airspace                                  Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     2000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - GRASS/TURF
       Lowest Ceiling         - UNK/NR           Type of Clearance   - NONE                  Runway Status    - SOFT
       Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      29              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL,CFI                          Current          - YES     Total        -    917        Last 24 Hrs -      2
        SE LAND,ME LAND                         Months Since     -  8      Make/Model-      61        Last 30 Days-     69
                                                Aircraft Type    - 76      Instrument-      61        Last 90 Days-    114
                                                                           Multi-Eng -      10

        Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT DEPARTED LEROY, NY, ON AN INSTRUCTIONAL FLT TO ROCHESTER, NY. FIFTEEN MINUTES AFTER DEPARTURE THE FLT MADE A
FORCED LANDING IN A BEAN FIELD. EXAMINATION OF THE ACFT SHOWED NO USEABLE FUEL REMAINED.

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Brief of Accident (Continued)

File No. - 2596   8/28/85   WHEATLAND,NY   A/C Reg. No. N9787U   Time (Lcl) - 1945 EDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Occurrence #3   GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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Brief of Accident

File No. - 2578 9/19/85 RONKONKOMA,NY A/C Reg. No. N90716 Time (Lcl) - 1145 EDT

---- Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - ROBINSON R-22
Landing Gear - SKID
Max Gross Wt - 1262
No. of Seats - 2

Eng Make/Model - LYCOMING O-320 SERIES
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed-
Visibility - 6.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
RONKONKOMA,NY
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
LONG ISL. MACARTHUR
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - CONCRETE
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI

HELICOPTER

Instrument Rating(s) - NONE

Age - 23
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - R22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1070
Make/Model- 1070
Instrument- 0
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 226
Rotorcraft - 1070

----Narrative----

WHILE HOVERING STUDENT PILOT APPLIED AFT CYCLIC AND THE FLT INSTRUCTOR COULD NOT REGAIN CONTROL BEFORE TAIL ROTOR STRUCK THE TAXIWAY. HELICOPTER ROTATED VIOLENTLY AND ROLLED OVER AND TO REST ON THE SKIDS. THE HELICOPTER WAS DESTROYED.

Brief of Accident (Continued)

File No. - 2578   9/19/85   RONKONKOMA,NY   A/C Reg. No. N90718   Time (Lcl) - 1145 EDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   HOVER

Finding(s)
1. CYCLIC - IMPROPER USE OF - DUAL STUDENT
2. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND(CFI)
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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                                       Brief of Accident

    File No. - 2427      10/05/85    BREAKABEEN,NY              A/C Reg. No. N5524J            Time (Lcl) - 0900 EDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                  Injuries
                                                              DESTROYED               Fatal   Serious   Minor    None
    Type of Operation          -BUSINESS                     Fire             Crew      2       0         0        0
    Flight Conducted Under     -14 CFR 91                     NONE            Pass      1       0         0        0
    Accident Occurred During   -DESCENT
---------------------------------------------------------------------------------------------------------------------
- --Aircraft Information----
    Make/Model     - CESSNA C-377A               Eng Make/Model - CONTINENTAL IO-360-C     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -    4200                     Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       4                     Rated Power    -     210 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                            Airport Proximity
    Wx Briefing      - FSS                     Last Departure Point                 OFF AIRPORT/STRIP
      Method         - TELEPHONE                 GT.BARRINGTON,MA
      Completeness   - PARTIAL,LMTD BY PILOT   Destination                        Airport Data
    Basic Weather    - IMC                       FRANKFORT,KY
      Wind Dir/Speed- 160/012 KTS                                                   Runway Ident     - N/A
      Visibility     -     9.0   SM          ATC/Airspace                           Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      1700 FT SCATTERED  Type of Flight Plan - NONE       Runway Surface   - N/A
      Lowest Ceiling          - 25000 FT BROKEN    Type of Clearance   - NONE       Runway Status    - N/A
      Obstructions to Vision- HAZE                 Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     44            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL,CFI .                        Current         - YES      Total      -   2674        Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                         Months Since    -  4       Make/Model-      25        Last 30 Days-     31
                                                Aircraft Type - C-150      Instrument-      92        Last 90 Days-    129
                                                                           Multi-Eng -      70        Rotorcraft  - UNK/NR

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ADVISED BY SEVERAL SOURCES THAT BAD WX WAS LOCATED ALONG THE INTENDED ROUTE OF FLT. THE PLT STATED
THAT HE INTENDED TO FLY OVER THE BAD WX SINCE WX AT THE DESTINATION WAS GOOD. A MAYDAY CALL FROM 24J WAS BROADCASTED
OVER THE EMER. FREQ. WITNESSES OBSERVED THE ACFT SPIN OUT OF THE SKY FOLLOWED BY PIECES OF ALUMINUM. WITNESSES
STATED THAT THE WX AT THE TIME WAS THUNDERSTORMS, LIGHTNING, HIGH WINDS AND HEAVY RAINS.

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Brief of Accident (Continued)

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      File No. - 2427      10/05/85    BREAKABEEN,NY              A/C Reg. No. N6524J            Time (Lcl) - 0900 EDT
--------------------------------------------------------------------------------------------------------------------------

Occurrence #1          IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation     UNKNOWN

Finding(s)
   1. WEATHER EVALUATION - POOR - PILOT IN COMMAND
   2.        IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
   3. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
   4.        IMPROPER DECISION,LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
   5. JUDGEMENT - POOR - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------------

Occurrence #2          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     UNKNOWN

Finding(s)
   6. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
   7.        IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
   8. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
   9.        IMPROPER DECISION,PANIC - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------------

Occurrence #3          AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation     DESCENT - UNCONTROLLED

Finding(s)
  10. WING - SEPARATION
  11.    DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------------

Occurrence #4          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED

Finding(s)
  12. TERRAIN CONDITION - GROUND
  13.    AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 5,8,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,9
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                                        Brief of Accident

      File No. - 2597      11/15/85    MILLBROOK,NY              A/C Reg. No. N5195V           Time (Lcl) - 0830 EST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                     Fire                   Crew      0         1         0         0
    Flight Conducted Under     -14 CFR 91                     NONE                  Pass      0         0         0         0
    Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - LAKE LA4-200                 Eng Make/Model - LYCOMING IO360 SER       ELT Installed/Activated - YES-UNK/NR
    Landing Gear   - AMPHIBIAN                    Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2400                      Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       4                      Rated Power    -     200 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                   Airport Proximity
    Wx Briefing       - UNK/NR                    Last Departure Point                        ON AIRPORT
      Method          - UNK/NR                      POUGHKEEPSIE,NY
      Completeness    - UNK/NR                   Destination                               Airport Data
    Basic Weather     - VMC                         SAME AS ACC/INC                            SKY ACRES
      Wind Dir/Speed- 020/005 KTS                                                             Runway Ident     - 35
      Visibility    -    15.0   SM               ATC/Airspace                                 Runway Lth/Wid   -  3885/    20
      Lowest Sky/Clouds  -      3000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling          -  7000 FT BROKEN    Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - GO AROUND
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     41             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
          STUDENT                                Current        - N/A        Total        -     74        Last 24 Hrs -       1
                                                 Months Since   - N/A        Make/Model-       50        Last 30 Days- UNK/NR
                                                 Aircraft Type  - N/A        Instrument-        0        Last 90 Days-      25
                                                                              Multi-Eng -        4

          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A GO-AROUND THE AIRCRAFT STALLED AND CRASHED ON THE AIRPORT.

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Brief of Accident (Continued)

File No. - 2597 11/15/85 MILLBROOK,NY A/C Reg. No. N6195V Time (Lcl) - 0830 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                               Washington, D.C. 20594



                                  Brief of Accident

    File No. - 2458      12/11/85    CORNING,NY                 A/C Reg. No. N7770Y            Time (Lcl) - 1023 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                DESTROYED                   Fatal   Serious   Minor    None
     Type of Operation          -BUSINESS                      Fire                  Crew      1        0        0        0
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0        0        0        0
     Accident Occurred During   -APPROACH
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-30                    Eng Make/Model - LYCOMING IO-320-BIA      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt   -    3600                        Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       4                        Rated Power    -     160 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - FSS                       Last Departure Point                      OFF AIRPORT/STRIP
       Method         - TELEPHONE                   LINDEN,NJ
       Completeness   - FULL                     Destination                             Airport Data
     Basic Weather    - IMC                         SAME AS ACC/INC                          ELMIRA
       Wind Dir/Speed- 010/006 KTS                                                           Runway Ident     - 06
       Visibility     -     2.000 SM            ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      PART OBS         Type of Flight Plan - IFR                  Runway Surface   - N/A
       Lowest Ceiling         -     400 FT OVERCAST  Type of Clearance   - IFR               Runway Status    - N/A
       Obstructions to Vision- FOG                Type Apch/Lndg      - ILS-COMPLETE
       Precipitation          - UNK/NR
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      56           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                Current         - YES       Total      -   3719        Last 24 Hrs -       7
         SE LAND,ME LAND                        Months Since    - 22        Make/Model- UNK/NR         Last 30 Days-      20
                                                Aircraft Type - PA-30       Instrument-    920         Last 90 Days-      35
                                                                            Multi-Eng -   2569         Rotorcraft   - UNK/NR

         Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING ILS RUNWAY 6 APPROACH ACFT HIT HIGH TERRAIN SHORT OF THE OUTER MARKER. WHEN ON DOWNWIND FOR APPROACH PILOT
SAID HE WAS NOT RECEIVING THE LOCALIZER AND ASKED FOR A SURVEILLANCE APPROACH. CONTROLLER SAID HE COULD NOT
PROVIDE. WHEN CLEARED FOR THE ILS APPROACH PILOT SAID HE WAS EXPECTING AN APPROACH TO ELMIRA. CONTROLLER SAID HE
WAS GETTING APPROACH TO ELMIRA AND REPEATED CLEARANCE. PILOT SAID HE HAD AN APPROACH CHART FOR RUNWAY 24 BUT NOT
6. HE WAS GIVEN LOCALIZER FREQ. AND LATER REPORTED ON THE LOCALIZER COURSE. RADAR DISPLAY INDICATED SAME. POST
CRASH TESTING SHOWED GLIDE SLOPE RECEIVER IN ACFT WAS OUT OF ADJUSTMENT BUT CAPABLE OF FUNCTIONING. ACFT APPEARED
TO HAVE FLOWN INTO TREES IN LEVEL ATTITUDE.

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Brief of Accident (Continued)

File No. - 2458   12/11/85   CORNING,NY   A/C Reg. No. N777CY   Time (Lcl) - 1023 EST

Occurrence   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)
1. FLIGHT MANUALS - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

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                               Brief of Accident

    File No. - 2455      12/26/85    MTTITUCK,NY              A/C Reg. No. N9409W           Time (Lcl) - 1145 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                      Fire                 Crew     0         0          0         1
     Flight Conducted Under     -14 CFR 91                      NONE                Pass     0         0          0         0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-235                Eng Make/Model - LYCOMING O-540-B4B5       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED                 Number Engines -  1                           Stall Warning System - UNK/NR
     Max Gross Wt   -    2700                        Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                        Rated Power     -     235 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                Airport Proximity
     Wx Briefing       - UNK/NR                      Last Departure Point                     ON AIRPORT
       Method          - UNK/NR                        FARMINGDALE,NY
       Completeness    - UNK/NR                     Destination                             Airport Data
     Basic Weather     - VMC                           MATTITUCK,NY                             MATTITUCK
       Wind Dir/Speed- 260/020 KTS                                                            Runway Ident     - 19
       Visibility     -    30.0   SM               ATC/Airspace                               Runway Lth/Wid  -  2200/  130
       Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE               Runway Surface  - ASPHALT
       Lowest Ceiling        - NONE                  Type of Clearance   - NONE               Runway Status   - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg.      - STRAIGHT-IN
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                             Age -      38            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                   Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                                     Current         - YES       Total      -      280         Last 24 Hrs - UNK/NR
         SE LAND                                     Months Since  -  6          Make/Model-       12         Last 30 Days- UNK/NR
                                                     Aircraft Type - UNK/NR      Instrument-       15         Last 90 Days-      30


         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
PILOT STATES ON LANDING FLAIR THE AIRCRAFT WAS TRACKING ON A 190 DEGREE HEADING FOR RWY 29 WINDS WERE FROM 260 AT 20
KTS ON FLAIR ACFT DRIFTED APPROX 16 FT TO THE LEFT AND LEFT WIDE EXTENDED BEYOND RWY MAKING CONTACT WITH SHRUBBRY ON
THE EDGE OF THE RWY. ACFT SUFFERED SUBSTANTIAL DAMAGE. THE PRIVATE PILOT WAS NOT INJURED.

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Brief of Accident (Continued)

File No. - 2455 12/26/85 MTTITUCK,NY A/C Reg. No. N9409W Time (Lcl) - 1145 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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                                   National Transportation Safety Board
                                        Washington, D.C. 20594



                                           Brief of Accident

       File No. - 2468      12/06/85    ADA,OH                    A/C Reg. No. N5755X            Time (Lcl) - 1850 EST
-------------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage                         Injuries
                                                                    DESTROYED                  ,Fatal    Serious    Minor      None
      Type of Operation         -PERSONAL                          Fire                 Crew       1         0          0          0
      Flight Conducted Under    -14 CFR 91                          ON GROUND           Pass       0         0          0          0
      Accident Occurred During  -DESCENT
-------------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 320                        Eng Make/Model - CONT MOTOR TSIO-470-B     ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-RETRACTABLE              Number Engines -  2                           Stall Warning System - YES
      Max Gross Wt   -    4990                           Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -       5                           Rated Power    -    260 HP
-------------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                      Itinerary                                Airport Proximity
      Wx Briefing      - UNK/NR                         Last Departure Point                     OFF AIRPORT/STRIP
        Method         - UNK/NR                           ST SIMONS ISL.,GA
        Completeness   - UNK/NR                        Destination                             Airport Data
      Basic Weather    - VMC                              PONTIAC,MI
        Wind Dir/Speed- 270/004 KTS                                                              Runway Ident     - N/A
        Visibility     -    5.0    SM                 ATC/Airspace                               Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -                            Type of Flight Plan - NONE               Runway Surface   - DIRT
        Lowest Ceiling        -  3000 FT OVERCAST       Type of Clearance   - NONE               Runway Status    - SNOW - DRY
        Obstructions to Vision- NONE                    Type Apch/Lndg      - NONE
        Precipitation         - NONE
        Condition of Light    - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      52            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                                Current        - YES      Total      -   1194         Last 24 Hrs -       7
          SE LAND,ME LAND                        Months Since   - UNK/NR   Make/Model-       7         Last 30 Days-       7
                                                 Aircraft Type  - 320      Instrument-     119         Last 90 Days-      11
                                                                           Multi-Eng  -    466


          Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT OVERFLEW A PLANNED INTERMEDIATE STOP BEFORE RUNNING LOW ON FUEL. HE WAS UNABLE TO FIND THE AIRPORT HE
WAS BEING VECTORED TO & ATTEMPTED TO LAND IN A PLOWED FIELD DURING DARK CONDITIONS. AS THE AIRCRAFT PASSED OVER
POWERLINES THE AIRCRAFT WAS OBSERVED TO NOSE OVER.

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Brief of Accident (Continued)

File No. - 2468   12/06/85   ADA,OH   A/C Reg. No. N5755X   Time (Lcl) - 1850 EST

Occurrence #1 FORCED LANDING
Phase of Operation CRUISE - NORMAL

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INCORRECT

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)
3. FLUID,FUEL - EXHAUSTION

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
4. OBJECT - WIRE,STATIC
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6 IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
7. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
8. LIGHT CONDITION - DARK NIGHT

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,7

Factor(s) relating to this accident is/are finding(s) 3,4,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2479       7/29/85    MANZANITA,OR               A/C Reg. No. N8011A           Time (Lcl) - 1510 PDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                  SUBSTANTIAL                  Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                      Fire                  Crew      1         0          0         0
      Flight Conducted Under     -14 CFR 91                       ON GROUND            Pass      1         0          0         0
      Accident Occurred During   -CLIMB
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model      - CESSNA 170B               Eng Make/Model - CONTINENTAL O-300-A       ELT Installed/Activated - YES/NO
      Landing Gear    - TAILWHEEL-ALL FIXED       Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt    -    2200                   Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats    -       4                   Rated Power    -     145 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                          Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING              Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                                  MANZANITA,OR
        Completeness   - N/A                               Destination                              Airport Data
      Basic Weather    - IMC                                  UNK/NR
        Wind Dir/Speed- UNK/NR                                                                         Runway Ident      - N/A
        Visibility     - UNK/NR                           ATC/Airspace                                 Runway Lth/Wid    - N/A
        Lowest Sky/Clouds  -      UNK/NR                    Type of Flight Plan - NONE                 Runway Surface    - N/A
        Lowest Ceiling       -     500 FT OVERCAST          Type of Clearance   - NONE                 Runway Status     - N/A
        Obstructions to Vision- UNK/NR                      Type Apch/Lndg      - NONE
        Precipitation        - RAIN
        Condition of Light   - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                                 Age -      38            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                       Biennial Flight Review                Flight Time (Hours)
          PRIVATE                                         Current       - YES       Total      -    937          Last 24 Hrs - UNK/NR
          SE LAND                                         Months Since  -  1        Make/Model- UNK/NR          Last 30 Days-      18
                                                          Aircraft Type - UNK/NR    Instrument- UNK/NR          Last 90 Days-      40
                                                                                    Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

          Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
AIRCRAFT WAS OBSERVED TO ENTER A LOW OVERCAST SHORTLY AFTER TAKE OFF. THE AIRCRAFT THEN HIT A MOUNTAIN ABOUT 4
MILES NORTH OF THE DEPARTURE AIRPORT.

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Brief of Accident (Continued)

File No. - 2479 7/29/85 MANZANITA,OR A/C Reg. No. N8011A Time (Lcl) - 1510 PDT

Occurrence #1
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. WEATHER EVALUATION - NOT ATTAINED - PILOT IN COMMAND
2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CLIMB - TO CRUISE

Finding(s)
6. TERRAIN CONDITION - HIGH TERRAIN
7. IMPROPER DECISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
8. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,7,8

Factor(s) relating to this accident is/are finding(s) 4,6

Brief of Accident

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     File No. - 2472      10/11/85    HOMER CITY,PA             A/C Reg. No. N3257             Time (Lcl) - 2140 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                     Injuries
     Name of Carrier           -MOUNTAIN AIR CARGO, INC.     DESTROYED                  Fatal   Serious   Minor    None
     Type of Operation         -NON SCHED,DOMESTIC,CARGO    Fire               Crew      1        0        0        0
     Flight Conducted Under    -14 CFR 135                   NONE              Pass      0        0        0        0
     Accident Occurred During  -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - DE HAVILLAND DHC-6            Eng Make/Model - P&W PT6A-20          ELT Installed/Activated - YES/YES
     Landing Gear  - TRICYCLE-FIXED                Number Engines -  2                      Stall Warning System - UNK/NR
     Max Gross Wt  -   11579                       Engine Type    - TURBOPROP
     No. of Seats  -       2                       Rated Power    -      550 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                             Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING      Last Departure Point                  OFF AIRPORT/STRIP
       Method        - N/A                          STATE COLLEGE,PA
       Completeness  - N/A                        Destination                         Airport Data
     Basic Weather   - VMC                          PITTSBURGH,PA
       Wind Dir/Speed- 250/005 KTS                                                      Runway Ident     - N/A
       Visibility    -    10.0   SM             ATC/Airspace                            Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE            Runway Surface   - N/A
       Lowest Ceiling        - NONE               Type of Clearance   - NONE            Runway Status    - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - NIGHT(BRIGHT)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -      33                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                   Flight Time (Hours)
        ATP                                    Current        - YES        Total      -   5725        Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                        Months Since   -  1         Make/Model -    574        Last 30 Days- UNK/NR
                                               Aircraft Type  - DHC-6      Instrument -      0        Last 90 Days-     106
                                                                           Multi-Eng  -   4495

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS OBSERVED FLYING AT LOW ALTITUDE ALONG ABOUT A 5 MILE DISTANCE. SOME WITNESSES DESCRIBED THE ACFT ALTITUDE
AS JUST ABOVE TREETOPS. WITNESS HEARD ENGINE SOUNDS AND SAW LIGHTS ON THE ACFT. THE ACFT FLIGHT WAS ON A SOUTHEAST
DIRECTION BEFORE IT COLLIDED WITH RISING TERRAIN AT A HEIGHT OF ABOUT 1250 FT. THE WRECKAGE WAS SCATTERED ALONG A
DISTANCE OF 375 FT AND ORIENTED ON A 160 DEGREE MAGNETIC HEADING. THE DESTINATION, PITTSBURGH, IS LOCATED SOUTHWEST OF
THE DEPARTURE POINT, STATE COLLEGE. EVIDENCE OF ACFT MALFUNCTION WAS NOT DISCLOSED. THE  ACFT HAD 1902 LBS OF CARGO
INCLUDING 65 LBS OF DRY ICE WHICH WAS CONTAINED IN STYROFOAM BOXES. AUTOPSY AND TOXICOLOGICAL FINDINGS WERE NEGATIVE.
THE PLT FLEW NIGHTLY, FROM STATE COLLEGE TO PITTSBURGH AND RETURNED THE FOLLOWING MORNING. HE OPERATED A BUSINESS
DURING THE DAY. WITNESSES STATED THE PLT WAS WELL RESTED AND IN GOOD SPIRITS BEFORE THE FLIGHT.

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Brief of Accident (Continued)

File No. - 2472 10/11/85 HOMER CITY,PA A/C Reg. No. N3257 Time (Lcl) - 2140 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - NORMAL

Finding(s)
1. TERRAIN CONDITION - HIGH TERRAIN
2. TERRAIN CONDITION - RISING
3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. CLEARANCE - IMPROPER - PILOT IN COMMAND
5. LOW PASS - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

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Brief of Accident

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      File No. - 2542      10/23/85    GROVE CITY,PA              A/C Reg. No. N3668P          Time (Lcl) - 2110 EDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                        Injuries
                                                              SUBSTANTIAL                  Fatal    Serious    Minor    None
     Type of Operation          -INSTRUCTIONAL               Fire               Crew       0         0         0        2
     Flight Conducted Under     -14 CFR 91                    NONE              Pass       0         0         0        0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - BEECH BE-95-100           Eng Make/Model - GARRETT TPE-331        ELT Installed/Activated - YES/NO
     Landing Gear  - TRICYCLE-RETRACTABLE      Number Engines -  2                        Stall Warning System - YES
     Max Gross Wt  -   10600                   Engine Type    - TURBOPROP
     No. of Seats  -     11                    Rated Power    -      715 LBS THRUST
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                          Airport Proximity
     Wx Briefing      - FSS                      Last Departure Point               ON AIRPORT
       Method         - UNK/NR                     HILTONHEAD,SC
       Completeness   - UNK/NR                  Destination                       Airport Data
     Basic Weather    - VMC                        GROVE CITY,PA                     GROVE CITY
       Wind Dir/Speed- CALM                                                          Runway Ident    - 27
       Visibility     - UNK/NR                 ATC/Airspace                          Runway Lth/Wid  -  3500/    75
       Lowest Sky/Clouds  -    25000 FT SCATTERED  Type of Flight Plan - IFR         Runway Surface  - ASPHALT
       Lowest Ceiling        - UNK/NR           Type of Clearance   - UNK/NR         Runway Status   - DRY
       Obstructions to Vision- NONE             Type Apch/Lndg      - STRAIGHT-IN
       Precipitation         - NONE                                   FULL STOP
       Condition of Light    - NIGHT(BRIGHT)
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -     31           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review                Flight Time (Hours)
         COMMERCIAL,CFI                     Current         - YES      Total       -   5552       Last 24 Hrs -       8
         SE LAND,ME LAND                    Months Since    - UNK/NR   Make/Model-     249        Last 30 Days- UNK/NR
                                            Aircraft Type   - UNK/NR   Instrument-     541        Last 90 Days-     121
                                                                       Multi-Eng -    2654

         Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER TURNING ON TO FINAL FOR RWY 270 TRANSITION/UPGRADE PILOT OBSERVED HE WAS HIGH. POWER WAS THEN REDUCED
AIRCRAFT WAS THEN ON SHORT FINAL A POWER ADJUSTMENT WAS MADE CAUSING AIRCRAFT TO LAND 400/500 FEET PASS RWY
THRESHOLD. ON CONTACT WITH RWY NOSE GEAR COLLAPSED AIRCRAFT CAME TO REST APPROXIMATELY 1000 FURTHER DOWN RWY.

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Brief of Accident (Continued)

File No. - 2542 10/23/85 GROVE CITY,PA A/C Reg. No. N3668P Time (Lcl) - 2110 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)
1. AIRCRAFT PERFORMANCE,LANDING CAPABILITY - EXCEEDED
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
3. LANDING GEAR,NOSE GEAR - BUCKLED
4. LEVEL OFF - IMPROPER - DUAL STUDENT

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

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                              National Transportation Safety Board
                                    Washington, D.C. 20594



                                       Brief of Accident

     File No. - 2420       6/27/85    SAN JUAN,PR                A/C Reg. No. N129AA            Time (Lcl) - 1136 AST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC      Aircraft Damage                         Injuries
     Name of Carrier           -AMERICAN AIRLINES, INC.           SUBSTANTIAL                   Fatal   Serious    Minor     None
     Type of Operation         -SCHEDULED,INTL,PASSENGER         Fire                   Crew      0        1         1        11
     Flight Conducted Under    -14 CFR 121                        NONE                  Pass      0        2        28       227
     Accident Occurred During  -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - MCDONNELL DOUGLAS DC-10-10     Eng Make/Model - GE CF6                ELT Installed/Activated - NO -N/A
     Landing Gear  - TRICYCLE-RETRACTABLE           Number Engines -  3                       Stall Warning System - YES
     Max Gross Wt  - 430000                         Engine Type    - TURBOFAN
     No. of Seats  -     345                        Rated Power    -  45000 LBS THRUST
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                              Airport Proximity
     Wx Briefing      - COMPANY                    Last Departure Point                   ON AIRPORT
       Method         - TELETYPE                     SAME AS ACC/INC
       Completeness   - FULL                       Destination                          Airport Data
     Basic Weather    - VMC                          DALLAS/FT WORTH,TX                   LUIS MUNOZ MARIN INT'L
       Wind Dir/Speed- 160/008 KTS                                                        Runway Ident     - 08
       Visibility    -    10.0   SM              ATC/Airspace                             Runway Lth/Wid   - 10002/  200
       Lowest Sky/Clouds  -      3000 FT SCATTERED  Type of Flight Plan - IFR             Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE               Type of Clearance   - IFR              Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     55           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review               Flight Time (Hours)
         ATP,CFI                                Current         - YES      Total       -  19000         Last 24 Hrs -       6
         ME LAND                                Months Since  -  6         Make/Model-     215          Last 30 Days- UNK/NR
                                                Aircraft Type - DC-10      Instrument- UNK/NR           Last 90 Days-    180
                                                                           Multi-Eng - UNK/NR           Rotorcraft   - UNK/NR

         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER LANDING AT SAN JUAN, THE ACFT WAS PARKED AT THE CUSTOMS AREA, THEN WAS TOWED TO GATE 15 & LOADED FOR THE NEXT FLT.
THE PUSH-BACK WAS SUCH THAT THE CREW HAD TO TAXI TO THE GEN AVN PARKING AREA & TURN AROUND BFR PROCEEDING TO RWY 8 FOR
DEPARTURE. WHEN CLEARED FOR TAKEOFF, THE WND WAS FROM 160 DEG AT 11 GUSTING 22 KTS. AT APRX 120 KTS ON THE TAKEOFF ROLL.
A LOUD RUMBLING SOUND OCCURRED WHICH INCREASED RAPIDLY, THEN THE ACFT BEGAN TO VIBRATE. AT APRX THE V1 SPD OF 141 KTS,
THE CAPT REJECTED THE TAKEOFF USING MAX BRAKING. UNABLE TO STOP ON THE REMAINING RWY, HE ANGLED THE ACFT TO THE SAFEST
AREA. THE FLT ENGR'S BACK WAS INJURED AS THE ACFT HIT THE REIL SYS. THE ACFT STOPPED WITH ITS NOSE IN A LAGOON. DUE TO
TREES, WTR, ACFT ATTITUDE & ONE ACCIDENTAL DISARMING, ONLY 4 OF 8 EMERG SLIDES WERE USED. A LAB ANALYSIS INDICATED
THAT THE #7 TIRE HAD FAILED DUE TO LOW INFLATION, MOST LIKELY FROM FOD. DURING THE ABORT, ITS COMPANION TIRE FAILED FROM
OVERLOAD. BLACK MARKS ON THE TAXIWAY REVEALED THE #7 TIRE STARTED LOSING PRESSURE WHILE THE ACFT WAS TAXIING.
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Brief of Accident (Continued)

File No. - 2420 6/27/85 SAN JUAN,PR A/C Reg. No. N129AA Time (Lcl) - 1136 AST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. LANDING GEAR,TIRE - FOREIGN OBJECT
2. LANDING GEAR,TIRE - LEAK
3. LANDING GEAR,TIRE - FAILURE,TOTAL

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF

Finding(s)
4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation OTHER

Finding(s)
5. OBJECT - APPROACH LIGHT/NAVAID

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation OTHER
6. TERRAIN CONDITION - ROUGH/UNEVEN
7. TERRAIN CONDITION - WATER,ROUGH
8. MISC EQPT/FURNISHINGS,SLIDES - OTHER
9. EMERGENCY EQUIPMENT - INADVERTENT DEACTIVATION - FLIGHT ATTENDANT
10. OBJECT - TREE(S)
11. MISC EQPT/FURNISHINGS,SLIDES - MOVEMENT RESTRICTED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5,6,7

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                   Brief of Accident

    File No. - 2406      11/27/85    DORADO,PR             A/C Reg. No. N4444P            Time (Lcl) - 1900 AST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                   Fatal    Serious    Minor    None
     Type of Operation          -PERSONAL                      Fire                   Crew      0         0         0        1
     Flight Conducted Under     -14 CFR 91                      NONE                  Pass      0         0         0        0
     Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-23-160               Eng Make/Model - LYCOMING O-320-B3B        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  2                           Stall Warning System - YES
     Max Gross Wt   -    3800                       Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       5                       Rated Power     -     160 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                          ISLA GRANDE,PR
       Completeness   - N/A                         Destination                            Airport Data
     Basic Weather    - VMC                          LOCAL
       Wind Dir/Speed- 170/007 KTS                                                           Runway Ident     - N/A
       Visibility     -    15.0    SM               ATC/Airspace                             Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     3000 FT SCATTERED    Type of Flight Plan - NONE              Runway Surface   - DIRT
       Lowest Ceiling         - NONE                 Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - NIGHT(DARK)
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      48               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                     Flight Time (Hours)
         PRIVATE                                 Current        - YES        Total       -    580        Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                         Months Since   -  5         Make/Model-    250        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR      Instrument-     40        Last 90 Days-      9
                                                                             Multi-Eng -    255        Rotorcraft  - UNK/NR

         Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT AFTER A BRIEF LOCAL FLIGHT HE WAS RETURNING TO ISLA GRANDE ARPT WHEN HE EXPERIENCED A LOSS
OF POWER IN BOTH ENGINES & MADE A FORCED LANDING ON THE BEACH NEAR DORADO PUERTO RICO. POST CRASH EXAMINATION OF
THE WRECKAGE REVEALED THAT THE TWO MAIN FUEL TANKS WERE EMPTY & THE AUX TANKS CONTAINED ONLY A NEGLIGIBLE AMOUNT
OF FUEL.

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Brief of Accident (Continued)

File No. - 2406 11/27/85 DORADO,PR A/C Reg. No. N4444P Time (Lcl) - 1900 AST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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Washington, D.C. 20594

Brief of Accident

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   File No. - 2545      11/27/85    EAST GREENWICH,RI          A/C Reg. No. N220F            Time (Lcl) - 0541 EST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI             Aircraft Damage                          Injuries
                                                                 DESTROYED                    Fatal   Serious   Minor     None
      Type of Operation         -FERRY                          Fire                   Crew     2        0        0         0
      Flight Conducted Under    -14 CFR 91                       ON GROUND             Pass     0        0        0         0
      Accident Occurred During  -APPROACH
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - BEECH C90                Eng Make/Model - P & W PT6A-21        ELT Installed/Activated - YES-UNK/NR
      Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  2                      Stall Warning System - YES
      Max Gross Wt   -    9650                  Engine Type     - TURBOPROP
      No. of Seats   -       8                  Rated Power     -     530 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                 Airport Proximity
      Wx Briefing       - FSS  .                 Last Departure Point                      OFF AIRPORT/STRIP
        Method          - TELEPHONE                MORRISTOWN,NJ
        Completeness    - FULL                  Destination                              Airport Data
      Basic Weather     - IMC                      SAME AS ACC/INC                          T. F. GREEN
        Wind Dir/Speed- 350/009 KTS                                                         Runway Ident     - 05
        Visibility     -      2.000 SM         ATC/Airspace                                 Runway Lth/Wid   -  7166/  200
        Lowest Sky/Clouds  -                     Type of Flight Plan - IFR                  Runway Surface   - ASPHALT
        Lowest Ceiling           -     300 FT OBSCURED    Type of Clearance   - IFR         Runway Status    - WET
        Obstructions to Vision- FOG              Type Apch/Lndg      - ILS-COMPLETE
        Precipitation          - DRIZZLE                                 FULL STOP
        Condition of Light     - NIGHT(DARK)
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                     Age -     42            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)           Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL,ATP                     Current         - YES      Total       -  13005        Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                    Months Since  -  3         Make/Model-     200        Last 30 Days- UNK/NR
         HELICOPTER                         Aircraft Type - UNK/NR     Instrument-       0        Last 90 Days-     20


         Instrument Rating(s)  - HELICOPTER
----------------------------------------------------------------------------------------------------------------------
----Narrative----
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THE ACFT CRASHED ABOUT NINE MILES SHORT OF THE RWY DURING AN ILS APPROACH TO WARWICK, RI IN IMC WX. THE ACFT HAD BEEN CLEARED TO DESCEND FROM 13000 TO 3000 FT. THE ACFT CRASHED OUTSIDE THE OUTER MARKER. THE CO-PLT HAD REPORTED THE ACFT AS INSIDE THE OUTER MARKER. THE CREW DID NOT REPORT ANY ACFT PROBLEMS. THE APPROACH PROCEDURE REQUIRES THAT THE FLT CROSS THE OUTER MARKER AT 1800 FT MSL. 5 MILES FROM TOUCHDOWN. MINIMUM WX IS 200 FT CEILING & 1/2 MILE VIS. SURFACE OBSERVATION AT TIME OF THE ACC WAS 300 FT OVERCAST WITH 1 & 1/2 MILES VISIBILITY. POST ACC EXAM OF THE WRECKAGE FAILED TO DISXLOSE ANY MALFUNCTIONS OR FAILURES IN THE EQUIPMENT.

File No. - 2545 11/27/85 EAST GREENWICH,RI A/C Reg. No. N220F Time (Lcl) - 0541 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)
1. OBJECT - TREE(S)
2. IFR PROCEDURE - NOT USED - PILOT IN COMMAND
3. DECISION HEIGHT - BELOW - PILOT IN COMMAND
4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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                        National Transportation Safety Board
                             Washington, D.C. 20594


                                  Brief of Accident

   File No. - 2491      10/18/85    CHARLESTON,SC          A/C Reg. No. N1944H           Time (Lcl) - 0909 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----                                                                     Injuries
     Type Operating Certificate-ON-DEMAND AIR TAXI        Aircraft Damage               Fatal   Serious   Minor    None
                                                           DESTROYED
     Type of Operation         -UNAUTHORIZED              Fire                  Crew      1        0        0       0
     Flight Conducted Under    -14 CFR 91                  ON GROUND            Pass      0        0        0       0
     Accident Occurred During  -MANEUVERING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-34-200T              Eng Make/Model - CONTINENTAL TSIO-360-E    ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  2                           Stall Warning System - YES
     Max Gross Wt   -    3400                       Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -       6                       Rated Power     -     200 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                            GOLDSBORO,NC
       Completeness   - N/A                          Destination                            Airport Data
     Basic Weather    - IMC                            LOCAL
       Wind Dir/Speed- 020/011 KTS                                                             Runway Ident     - N/A
       Visibility     -     7.0   SM               ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -                          Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling          -    800 FT OVERCAST   Type of Clearance   - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      29              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
          PRIVATE,COMMERCIAL,CFI                 Current        - YES       Total      -    1077        Last 24 Hrs - UNK/NR
          SE LAND,ME LAND                        Months Since   -  9        Make/Model  UNK/NR          Last 30 Days- UNK/NR
          GLIDER                                 Aircraft Type - PA-34      Instrument-     185         Last 90 Days- UNK/NR
                                                                            Multi-Eng -     122         Rotorcraft  - UNK/NR

          Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRCRAFT WAS OBSERVED ON RADAR AS IT APPROACHED THE JOINT CIVIL - MILITARY AIRPORT. IT PASSED OVER NEAR THE
CENTER OF THE AIRPORT AT ABOUT 200 FEET AGL. THERE WAS NO REPORTED COMMUNICATION WITH THE AIRCRAFT. SEVERAL
SIGHTING PLACED THE AIRCRAFT UNDER AT LEAST ONE BRIDGE AS IT BUZZED SEVERAL SHIPS AND TUGS. THE AIRCRAFT ALSO FLEW
LOW OVER A SECTION OF THE BASE WHERE THE PILOT HAD FORMERLY WORKED AND HE DROPPED OUT AT LEAST ONE FLARE. THE
AIRCRAFT WAS OBSERVED AS IT LINED UP ON THE ABANDONED FUEL STORAGE TANK AND CRASHED INTO THE SIDE OF IT. BOTH
ENGINES WERE RUNNING AND THERE WAS NO KNOWN OR REPORTED PROBLEM WITH THE AIRCRAFT. RULED A SUICIDE BY THE MED EXAMINER.
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Brief of Accident (Continued)

File No. - 2491 10/18/85 CHARLESTON,SC A/C Reg. No. N1944H Time (Lcl) - 0909 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. OBJECT - OBJECT
2. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND
3. SUICIDE - INTENTIONAL - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,MOTIVATION - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,EMOTIONAL REACTION - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INTERPERSONAL RELATIONS - PILOT IN COMMAND

Occurrence #2 FIRE
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s)

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Washington, D.C. 20594

Brief of Accident

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      File No. - 2429       11/07/85    SPARTA,TN                  A/C Reg. No. N100HF           Time (Lcl) - 0735 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                                 SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -BUSINESS                       Fire                  Crew    0        1        1        0
     Flight Conducted Under     -14 CFR 91                       NONE                 Pass    0        0        3        0
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - HAWKER SIDDELEY DH 125-400A    Eng Make/Model - GARRET AIRE. TFE 731-3-1H ELT Installed/Activated - NO -N/A
     Landing Gear   - TRICYCLE-FIXED                 Number Engines -  2                     Stall Warning System - YES
     Max Gross Wt   -   23800                        Engine Type     - TURBOJET
     No. of Seats   -       9                        Rated Power     -   3700 LBS THRUST
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                Airport Proximity
     Wx Briefing      - FSS                          Last Departure Point                     ON AIRPORT
       Method         - TELEPHONE                      ROCKY MOUNT,NC
       Completeness   - UNK/NR                      Destination                             Airport Data
     Basic Weather    - IMC                            SPARTA,TN                                SPARTA-WHITE CO.
       Wind Dir/Speed- 290/008 KTS                                                              Runway Ident    - 03
       Visibility     -    3.000 SM                ATC/Airspace                                 Runway Lth/Wid  -  5006/   75
       Lowest Sky/Clouds  -                          Type of Flight Plan - IFR                  Runway Surface  - ASPHALT
       Lowest Ceiling            -    900 FT OVERCAST  Type of Clearance   - IFR                Runway Status   - WET
       Obstructions to Vision- FOG                   Type Apch/Lndg      - SDF
       Precipitation          - RAIN                                      STRAIGHT-IN
       Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      31          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
        ATP                                    Current        - YES       Total        -   5161        Last 24 Hrs -       4
        SE LAND,ME LAND                        Months Since  -  6         Make/Model-   1802        Last 30 Days- UNK/NR
                                               Aircraft Type - 126        Instrument-    939        Last 90 Days-     173
                                                                          Multi-Eng  -   4783

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
TEN MINUTES PRIOR TO LANDING HEAVY RAIN FELL ON AIRPORT.ACFT HAD NORMAL TOUCHDOWN,SPOILERS & LIFT DUMP
ACTIVATED.PIC DELAYED BRAKE APPLICATION AS USUAL AND DID NOT GET THRUST LEVERS IN IDLE.AFTER ACFT PASSED
MID-FIELD TAXIWAY PIC REPORTED BRAKES BECAME INEFFECTIVE.ACFT HYDROPLANED ON WATER-COVERED RUNWAY AND OVERRAN
DEPARTURE END,DOWN AND EMBANKMENT, & HIT A DITCH.RUNWAY HAD AN OFF CENTER CROWN, GRASS WAS ABOUT TWO FEET TALL AT
RUNWAY EDGE, AND A DAM HAD FORMED FROM PREVIOUSLY CUT GRASS WHICH PREVENTED WATER DRAINAGE.AIRPORT MANAGER SAID HE
WAS NOT AWARE WATER WOULD STAND ON RUNWAY.
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Brief of Accident (Continued)

File No. - 2429 11/07/85 SPARTA,TN A/C Reg. No. N100HF Time (Lcl) - 0735 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - RAIN
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - FOREIGN SUBSTANCE COVERED
3. INFORMATION - NOT IDENTIFIED - AIRPORT PERSONNEL
4. FACILITY INADEQUATE - AIRPORT PERSONNEL
5. UNSAFE/HAZARDOUS CONDITION WARNING - NOT ISSUED - AIRPORT PERSONNEL
6. TERRAIN CONDITION - WET
7. RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL
8. AIRCRAFT PERFORMANCE,HYDROPLANING CONDITION - WATER
9. LANDING GEAR,TIRE - PRESSURE TOO LOW
10. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
11. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7,8,10

Factor(s) relating to this accident is/are finding(s) 9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 2544      11/13/85    PARIS,TN                 A/C Reg. No. N4974A             Time (Lcl) - 1515 CST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                                  DESTROYED                  Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                        Fire              Crew       0        0        1        0
      Flight Conducted Under     -14 CFR 91                       NONE              Pass       0        0        0        0
      Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - GARY E. WILSON QUICKIE        Eng Make/Model  - WEDTECH SP 440           ELT Installed/Activated - NO -N/A
      Landing Gear   - TAILWHEEL-ALL FIXED           Number Engines  -  1                          Stall Warning System - NO
      Max Gross Wt   - UNK/NR                        Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -     1                         Rated Power     -      38 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                              Airport Proximity
      Wx Briefing       - FSS                       Last Departure Point                   OFF AIRPORT/STRIP
        Method          - TELEPHONE                   SAME AS ACC/INC
        Completeness    - WEATHER NOT PERTINENT     Destination                          Airport Data
      Basic Weather     - VMC                         LOCAL                                PARIS-HENRY COUNTY
        Wind Dir/Speed- 150/003 KTS                                                        Runway Ident     - 20
        Visibility      -     6.0   SM            ATC/Airspace                             Runway Lth/Wid   -  5000/    75
        Lowest Sky/Clouds  -      4000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - DIRT
        Lowest Ceiling          - 25000 FT BROKEN    Type of Clearance   - NONE            Runway Status    - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      24               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
          PRIVATE                                 Current         - YES       Total      -     105        Last 24 Hrs - UNK/NR
          SE LAND                                 Months Since    - 17        Make/Model-       40        Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR      Instrument-        3        Last 90 Days-        2

          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT HAD COMPLETED SEVERAL HIGH SPEED TAXI RUNS IN THE HOMEBUILT ACFT PRIOR TO THE ATTEMPTED FLT. THE ACFT CLIMBED
TO ABOUT 50-100 FT AND REACHED A SPEED OF APPRX 65 MPH. IT WOULD NOT ACCELERATE NOR CLIMB ANY FURTHER. THE PLT
ATTEMPTED A TURN BACK TO THE ARPT AND THE ACFT BEGAN TO LOSE ALTITUDE. THE PLT ATTEMPTED A FORCED LANDING OFF THE
ARPT. THE ACFT HIT A FENCE AND CARTWHEELED. THE PLT REPORTED THAT THE ENGINE HAD NOT DEVELOPED FULL RPM DURING THE
TAKEOFF AND THAT PART OF THE COWLING WAS NOT INSTALLED FOR THIS FLIGHT.

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Brief of Accident (Continued)

File No. - 2544 11/13/85 PARIS,TN A/C Reg. No. N4974A Time (Lcl) - 1515 CST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. COWL FLAPS CONTROL - IMPROPER

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. OBJECT - FENCE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2540 12/15/85 SPRINGFIELD,TN A/C Reg. No. N2697Z Time (Lcl) - 1415 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - BELLANCA 8KCAB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-320-E2B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/012 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA28R20

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 236
Make/Model- 17
Instrument- 44
Last 24 Hrs - UNK/NR
Last 30 Days- 14
Last 90 Days- 36

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT COLLIDED WITH THE GROUND INVERTED. WITNESSES STATED THAT THE ACFT WAS PERFORMING LOOPS PRIOR TO THE ACCIDENT. REPORTEDLY, THE PLT WAS GIVING A FEMALE COMPANION A "JOY RIDE". THE PLT HAD RECENTLY RECEIVED HIS COMMERCIAL CERT. INSTRUMENT RATING & CFI CERTIFICATE. HE HAD LOGGED 3 HRS OF AEROBATIC INSTRUCTION & 14 HRS OF AEROBATIC PRACTICE IN BELLANCA 8KCAB. DURING THE 90 DAYS PRECEDING THE ACCIDENT THE PLT HAD LOGGED ONLY 2 HRS IN THE BELLANCA 8KCAB. DURING THE INVESTIGATION, NO DISCREPANCIES WERE FOUND WITNIN THE ACFT.

Brief of Accident (Continued)

File No. - 2540   12/15/85   SPRINGFIELD,TN   A/C Reg. No. N2697Z   Time (Lcl) - 1415 CST

Occurrence   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   MANEUVERING

Finding(s)
1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. IMPROPER DECISION,OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. PROPER ALTITUDE - BELOW - PILOT IN COMMAND
4. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2425 6/12/85 DELTA,UT A/C Reg. No. N4760L Time (Lcl) - 2030 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-180N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2175
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
DELTA,UT
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
DELTA MUNICIPAL
Runway Ident - 34
Runway Lth/Wid - 6011/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2924
Make/Model- 574
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT WAS FLOWN BY A STUDENT PLT AND HIS INSTRUCTOR ON A LOCAL TNG FLT. DURING LANDING THE SUTDENT PLT DID NOT FLAIR THE ACFT IN TIME, HIT HARD AND BOUNCED. THE INSTRUCTOR TOOK CONTROL, MADE A SOFT LANDING FOLLOWED BY THE MAIN LANDING GEAR COLLAPSING. THE ACFT WAS SUBSTANTIALLY DAMAGED, HOWEVER, THE OCCUPANTS WERE NOT INJURED.

Brief of Accident (Continued)

File No. - 2425 6/12/85 DELTA,UT A/C Reg. No. N4760L Time (Lcl) - 2030 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - MISJUDGED - PILOT IN COMMAND
2. LEVEL OFF - NOT CORRECTED - PILOT IN COMMAND(CFI)

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
3. LANDING GEAR,MAIN GEAR - OVERLOAD

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                   Washington, D.C. 20594


                                       Brief of Accident

      File No. - 2510       9/03/85    MOAB,UT                  A/C Reg. No. N9229             Time (Lcl) - 1430 MDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
      Type of Operation          -POSITIONING                   Fire               Crew       0        0        0       1
      Flight Conducted Under     -14 CFR 91                      NONE              Pass       0        0        0       0
      Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model      - CESSNA 182N            Eng Make/Model - LYCOMING O-470 SERIES    ELT Installed,Activated - YES/YES
      Landing Gear    - TRICYCLE-FIXED         Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt    -   2950                 Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats    -     4                  Rated Power     -     230 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                             Itinerary                              Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                 OFF AIRPORT/STRIP
        Method         - N/A                       MOAB,UT
        Completeness   - N/A                   Destination                          Airport Data
      Basic Weather    - VMC                       HITE,UT
        Wind Dir/Speed- 190/010 KTS                                                   Runway Ident      - N/A
        Visibility     -  100.0    SM          ATC/Airspace                           Runway Lth/Wid    - N/A
        Lowest Sky/Clouds  -     CLEAR           Type of Flight Plan - NONE           Runway Surface    - DIRT
        Lowest Ceiling         - NONE            Type of Clearance   - NONE           Runway Status     - DRY
        Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     62            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL                             Current       - YES        Total       -   4500       Last 24 Hrs -       1
          SE LAND,ME LAND                        Months Since  -  2         Make/Model-      280       Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument-        0       Last 90 Days-      32
                                                                            Multi-Eng -     2850

          Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED AFTER THE ACCIDENT THAT HE EXPERIENCED A LOSS OF POWER WHILE CRUISING AT 8500 MSL. HE WAS UNABLE TO
RESTORE POWER AND EXECUTED AN EMERGENCY LANDING IN AN OPEN AREA COVERED BY SAGE BRUSH. DURING THE LANDING ROLL, THE ACFT
NOSED OVER. EXAMINATION OF THE ENG REVEALED THE NO. 2 PISTON HAD FAILED FOR UNKNOWN REASONS. THE ENG HAD BEEN OVERHAULED
 APPX 1495 HRS PRIOR TO THE FAILURE.

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Brief of Accident (Continued)

File No. - 2510 9/03/85 MOAB,UT A/C Reg. No. N9229 Time (Lcl) - 1430 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,PISTON - DISINTEGRATED
2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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Brief of Accident

File No. - 2417   3/30/85   ROANOKE,VA   A/C Reg. No. N8233R   Time (Lcl) - 2002 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - BUSINESS
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0
Other	0	0	0	3

----Aircraft Information----

Make/Model - BELLANCA 17-30A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3325
No. of Seats - 4
Eng Make/Model - CONTINENTAL IO-520-K
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP
ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 150/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
RICHMOND,VA
Destination
BLACKSBURG,VA

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
ROANOKE MUNI
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 1018
Make/Model - 180
Instrument - 247
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTED HE RAN A FUEL TANK DRY DURING FLT AT 6000 FT. HE SWITCHED FUEL TANKS, TURNED ON THE BOOST PUMP & MANIPULATED THE ENG CONTROLS, BUT WAS UNABLE TO RESTART THE ENG. DURING A FORCED LANDING ON I-581, THE ACFT STRUCK A PICKUP TRUCK (TRAVELING IN THE SAME DRCTN), THEN VEERED INTO AN EMBANKMENT. NONE OF THE OCCUPANTS IN THE TRUCK WERE INJURED. AN EXAM REVEALED ALL FUEL TANKS CONTAINED FUEL EXCEPT THE L MAIN TANK. THE BOOST PUMP SW WAS FND IN THE "PRIME" POSITION, A CONDITION WHICH COULD CAUSE FLOODING OF THE ENG. DETAILS OF AIR RESTART PROCEDURE & BOOST PUMP POSITION NOMENCLATURE DIFFER BETWEEN MANUALS/ACFT MARKINGS. FUEL MANAGEMENT FOR THE 4 TANKS REQUIRED POSITIONING 2 SELECTOR VALVES THRU 6 POSSIBLE POSITIONS. TWO FUEL GAGES WERE INSTALLED; 1 WAS FOR THE 2 MAIN TANKS, THE OTHER WAS FOR THE 2 AUX TANKS. THE GAGES INDICATED ONLY THE QUANTITY OF FUEL IN THE SELECTED TANK. THE OTHER GAGE READ EMPTY WHEN NEITHER OF ITS RESPECTIVE TANKS WERE SELECTED. FLT MANUAL PROVIDED ONLY LIMITED INFO ON FUEL SYS. PLT'S FACE INJURED, NO SHOULDER HARNESS INSTLD.

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Brief of Accident (Continued)

File No. - 2417 3/30/85 ROANOKE,VA A/C Reg. No. N8233R Time (Lcl) - 2002 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INFORMATION INSUFFICIENT - MANUFACTURER
4. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
5. FUEL SYSTEM - INADEQUATE
6. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - MANUFACTURER
7. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),INSTRUMENT LOCATION - MANUFACTURER
8. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE,INFORMATION UNCLEAR - MANUFACTURER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
10. LIGHT CONDITION - DARK NIGHT
11. OBJECT - VEHICLE

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
12. TERRAIN CONDITION - DIRT BANK
13. MISC EQPT/FURNISHINGS,SHOULDER HARNESS - LACK OF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,8

Factor(s) relating to this accident is/are finding(s) 3,5,6,7,9,10,11,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 2462       7/23/85    CHARLOTTESVILLE,VA        A/C Reg. No. N89432             Time (Lcl) - 1130 EDT
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----Basic Information----
      Type Operating Certificate-COMMUTER                      Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                   Fatal   Serious   Minor    None
      Type of Operation          -INSTRUCTIONAL                Fire               Crew        0        0        0        1
      Flight Conducted Under     -14 CFR 91                     NONE              Pass        0        0        0        0
      Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 152                  Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    1670                     Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      2                      Rated Power    -     110 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     ON AIRPORT
        Method         - N/A                         BALITIMORE,MD
        Completeness   - N/A                      Destination                            Airport Data
      Basic Weather    - VMC                         CHARLOTTESVILLE,VA                     CHARLOT. ALBERMARLE
        Wind Dir/Speed- 050/010 KTS                                                         Runway Ident     - 03
        Visibility     -     12.0   SM             ATC/Airspace                               Runway Lth/Wid   -  5001/  150
        Lowest Sky/Clouds  -      15000 FT SCATTERED  Type of Flight Plan - VFR               Runway Surface   - ASPHALT
        Lowest Ceiling       - 20000 FT BROKEN        Type of Clearance   - NONE              Runway Status    - DRY
        Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation        - NONE                                         FULL STOP
        Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     41            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review               Flight Time (Hours)
         STUDENT                              Current      - N/A        Total       -    86         Last 24 Hrs - UNK/NR
                                              Months Since - N/A        Make/Model-      88         Last 30 Days- UNK/NR
                                              Aircraft Type - N/A       Instrument-       0         Last 90 Days-      17


         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT ENTERED A LEFT BASE FOR RWY 03, AND ACCORDING TO A WITNESS, MADE A HARD LANDING ON THE MAIN GEAR. AFTER
TOUCHDOWN, THE NOSE GEAR COLLAPSED AND THE ACFT SLID APPROXIMATELY 80 FEET DOWN THE RWY.

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Brief of Accident (Continued)

File No. - 2462 7/23/85 CHARLOTTESVILLE,VA A/C Reg. No. N89432 Time (Lcl) - 1130 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. STALL/MUSH - NOT MAINTAINED - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
3. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2460 7/28/85 FREDERICKSBURG,VA A/C Reg. No. N1OWN Time (Lcl) - 0850 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - STAMPE SV4C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1700
No. of Seats - 2

Eng Make/Model - RENAULT 4PO
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed-
Visibility - 7.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
MIAMI,FL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND

Instrument Rating(s) - AIRPLANE

Age - 53
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 31000
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

----Narrative----

THE ACFT LOST DIRECTIONAL CONTROL AND VEERED TO THE RIGHT. COLLIDING WITH A TIED DOWN CESSNA 210, N2542X, WHILE TAKING OFF FROM RWY 23 AT SHANNON AIRPORT, FREDERICKSBURG, VIRGINIA.

Brief of Accident (Continued)

File No. - 2460 7/28/85 FREDERICKSBURG,VA A/C Reg. No. N10WN Time (Lcl) - 0850 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
4. OBJECT - AIRCRAFT PARKED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2463 11/29/85 MANASSAS,VA A/C Reg. No. N8499B Time (Lcl) - 1530 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - ROBINSON R-22
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 124 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 040/009 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 1800 FT SCATTERED
Lowest Ceiling - 2900 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
MANASAS MUNICIPAL AIRPORT
Runway Ident - 34
Runway Lth/Wid - 3700/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA
HELICOPTER

Age - 35
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1893
Make/Model- 32
Instrument- 142
Multi-Eng - 238
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 11
Rotorcraft - 824

Instrument Rating(s) - AIRPLANE

----Narrative----

A SIMULATED STRAIGHT IN AUTOROTATION TO RUNWAY 34L WAS ENTERED FROM FINAL APPROACH BY LOWERING THE COLLECTIVE, AND A PWR RECOVERY WAS PLANNED AT THE BOTTOM OF THE AUTOROTATION. AT ABOUT 150 FEET AGL, THE THROTTLE WAS ROLLED IN TO MATCH THE ENGINE AND ROTOR NEEDLES, BUT THE ENGINE DID NOT RESPOND. THE AUTOROTATION WAS CONTINUED TO THE GROUND, AND THE HELICOPTER IMPACTED THE TERRAIN ABOUT 100 FEET FROM THE RWY 34L THRESHOLD, BOUNCED A FEW FEET IN THE AIR, ROTATED APPROXIMATELY 80-90 DEGREES TO THE LEFT, AND STRUCK THE GROUND AGAIN, COMING TO REST WITH AN APPROXIMATE 240 DEGREE HEADING.THE TAIL BOOM WAS SEVERED AND THE SKIDS WERE SPREAD.

Brief of Accident (Continued)

File No. - 2463 11/29/85 MANASSAS,VA A/C Reg. No. N8499B Time (Lcl) - 1530 EST

Occurrence #1 LOSS OF POWER
Phase of Operation OTHER

Finding(s)
1. AUTOROTATION - SIMULATED - PILOT IN COMMAND
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)
3. TERRAIN CONDITION - GROUND
4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING

Occurrence #4 PROPELLER/ROTOR CONTACT
Phase of Operation LANDING

Finding(s)
5. MISC ROTORCRAFT,TAIL BOOM - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 2518       7/18/85    PEPIN,WI                       A/C Reg. No. N38174           Time (Lcl) - 1905 CDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                 DESTROYED                    Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire                   Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                        ON GROUND             Pass     0        0        0        1
    Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-140
    Landing Gear   - TRICYCLE-FIXED           Eng Make/Model - LYCOMING O-320 SERIES      ELT Installed/Activated - YES/NO
    Max Gross Wt   -    1950                  Number Engines -  1                            Stall Warning System - YES
    No. of Seats   -       4                  Engine Type     - RECIPROCATING-CARBURETOR
                                              Rated Power     -      150 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                  Airport Proximity
      Method         - N/A                         SAME AS ACC/INC                       OFF AIRPORT/STRIP
      Completeness   - N/A                       Destination
    Basic Weather    - VMC                         LOCAL                               Airport Data
      Wind Dir/Speed- 220/016 KTS                                                        PEPIN AIRWAYS
      Visibility    -    10.0   SM             ATC/Airspace                              Runway Ident     - 70
      Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE              Runway Lth/Wid   -  2300
      Lowest Ceiling       -  3400 FT BROKEN     Type of Clearance   - NONE              Runway Surface   - GRASS/TURF
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE              Runway Status    - DRY
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                         Age -      22           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)               Biennial Flight Review                    Flight Time (Hours)
      PRIVATE                                Current        - UNK/NR     Total      -    96          Last 24 Hrs -      1
      SE LAND                                Months Since   - UNK/NR     Make/Model-     23          Last 30 Days- UNK/NR
                                             Aircraft Type  - UNK/NR     Instrument-      0          Last 90 Days-     20

      Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRCRAFT TRAVELED THREE QUARTERS DOWN A 2300 FOOT SOD RUNWAY AND THE PILOT ATTEMPTED TO TAKEOFF WITH 55 KIAS. THE
AIRCRAFT MUSHED INTO TREES OFF THE END OF THE RUNWAY WHEN THE PILOT COULDN'T OBTAIN FLYING SPEED. THE PILOT REPORTED FUL
L ENGINE RPM WAS AVAILABLE. TEMP 81 DEGREES F.

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Brief of Accident (Continued)

File No. - 2518 7/18/85 PEPIN,WI A/C Reg. No. N38174 Time (Lcl) - 1905 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)
1. OBJECT - TREE(S)
2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. STALL/MUSH - INITIATED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2526 7/27/85 LAKEWOOD,WI A/C Reg. No. N7183R Time (Lcl) - 0945 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	1	0

----Aircraft Information----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 3

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 080/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LAKEWOOD,WI
Destination
GREENBAY,WI

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
LAKEWOOD COUNTRY CLUB
Runway Ident - 18
Runway Lth/Wid - 2640/ 80
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 31
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 27
Make/Model- 27
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 11

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT AND HIS PAX HAD LANDED ON AN AIRSTRIP ON A GOLF COURSE. ON TAKEOFF THE STUDENT PLT LIFTED OFF EARLY AND STALLED BACK ON THE TURF. HE THEN LOST DIRECTIONAL CONTROL, VEERED OFF THE AIRSTRIP AND STRUCK A GOLFER IN THE BACK WITH THE OUTER SECTION OF THE LEFT WING. GOLFER INJURIES WERE MINOR, ACFT DAMAGE SUBSTANTIAL

Brief of Accident (Continued)

File No. - 2526 7/27/85 LAKEWOOD,WI A/C Reg. No. N7183R Time (Lcl) - 0945 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. JUDGEMENT - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
5. STALL - UNCONTROLLED -

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
6. DIRECTIONAL CONTROL - POOR - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,ANXIETY/APPRENHENSION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2529   7/29/83   FRANKLIN,WI   A/C Reg. No. N4542F   Time (Lcl) - 0850 CDT

---- Basic Information ----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

---- Aircraft Information ----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

---- Environment/Operations Information ----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 310/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
NEENAH,WI

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
RAINBOW
Runway Ident - 70
Runway Lth/Wid - 2125/ 32
Runway Surface - ASPHALT
Runway Status - DRY

---- Personnel Information ----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Flight Time (Hours)
Total - 190
Make/Model - 10
Instrument - 0
Last 24 Hrs - 4
Last 30 Days - UNK/NR
Last 90 Days - 45

Instrument Rating(s) - NONE

---- Narrative ----

THE PILOT USED A SHORTFIELD TAKEOFF AND THE ACFT WOULD NOT FLY. THE PLT ABORTED THE TAKEOFF AND LANDED ON THE END OF THERWY, OVERRUNNING THE RWY AND STRIKING A DITCH. THE PLT REPORTED ENGINE RPM NORMAL AND THE ACFT WAS UNDER MAX GROSS TAKEOFF WEIGHT.

Brief of Accident (Continued)

File No. - 2529 7/29/85 FRANKLIN,WI A/C Reg. No. N4542F Time (Lcl) - 0850 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. ROTATION - PREMATURE - PILOT IN COMMAND
2. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
3. ABORT - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - DITCH
5. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
6. WING,SPAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6

Factor(s) relating to this accident is/are finding(s) 3

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                              National Transportation Safety Board
                                    Washington, D.C. 20594


                                       Brief of Accident

   File No. - 2493        8/24/85    CLARKSBURG,WV              A/C Reg. No. N6975R           Time (Lcl) - 1400 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                              DESTROYED                   Fatal   Serious   Minor    None
   Type of Operation          -PERSONAL                      Fire               Crew        0        0        0        1
   Flight Conducted Under     -14 CFR 91                      ON GROUND         Pass        0        0        0        1
   Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - BEECH C23                 Eng Make/Model - LYCOMING O-360-A4J        ELT Installed/Activated - UNK/NR
   Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
   Max Gross Wt   -    2450                   Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats   -       4                   Rated Power     -     180 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                  Airport Proximity
   Wx Briefing         - NO RECORD OF BRIEFING    Last Departure Point                   OFF AIRPORT/STRIP
     Method            - N/A                        FAIRMONT,WV
     Completeness      - N/A                      Destination                          Airport Data
   Basic Weather       - IMC                        CANTON,OH
     Wind Dir/Speed- CALM                                                                Runway Ident      - N/A
     Visibility      -    2.000 SM              ATC/Airspace                             Runway Lth/Wid    - N/A
     Lowest Sky/Clouds  -                         Type of Flight Plan - NONE             Runway Surface    - ASPHALT
     Lowest Ceiling          -    3000 FT BROKEN  Type of Clearance   - NONE             Runway Status     - DRY
     Obstructions to Vision- HAZE                 Type Apch/Lndg      - PRECAUTIONARY LANDING
     Precipitation           - RAIN
     Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     63             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
       PRIVATE                                Current       - YES       Total      -     141        Last 24 Hrs -       1
       SE LAND                                Months Since  - 17        Make/Model-      25        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR    Instrument-       0        Last 90 Days-      10


       Instrument Rating(s)   - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT RAN INTO LESS THAN VFR WEATHER AND TURNED AROUND AND ATTEMPTED TO MAKE AN AIRPORT. HE BECAME BOXED IN
BY WEATHER ALL AROUND AND ATTEMPTED TO LAND ON THE HIGHWAY. HE DID NOT MAKE A PSS OVER HIS INTENDED LANDING AREA.
WHEN HE WAS ON SHORT FINAL, A CAR PULLED OUT OF A SIDE ROAD AHEAD OF HIM. HE PULLED UP AND HIT SOME POWER
TRANSMISSION LINES WITH THE RIGHT WING. HE CRASH LANDED ON THE ROAD AND SLID INTO THE GUARD RAIL. THE ARCRAFT CAUGHT
FIRE AND WAS DESTROYED.

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Brief of Accident (Continued)

File No. - 2493   8/24/85   CLARKSBURG,WV   A/C Reg. No. N6975R   Time (Lcl) - 1400 EDT

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   MANEUVERING

Finding(s)
1. WEATHER CONDITION - CLOUDS
2. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND
3. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
5. OBJECT - WIRE,TRANSMISSION
6. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
7. LOW PASS - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
8. TERRAIN CONDITION - GROUND
9. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6,7,9

Factor(s) relating to this accident is/are finding(s) 1,5,8

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                                   Washington, D.C. 20594



                                       Brief of Accident

      File No. - 2567       8/28/85    HUNTINGTON,WV              A/C Reg. No. N255CS             Time (Lcl) - 0456 EDT
-----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                         Injuries
     Name of Carrier           -ACME FLIGHT SERVICE,INC.         SUBSTANTIAL                   Fatal    Serious    Minor      None
     Type of Operation         -NON SCHED,DOMESTIC,CARGO        Fire                   Crew      0         0         0          1
     Flight Conducted Under    -14 CFR 135                       NONE                  Pass      0         0         0          0
     Accident Occurred During  -
-----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 404                   Eng Make/Model - CONTINENTAL GTSIO520M      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                           Stall Warning System - YES
     Max Gross Wt   -   8400                       Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -      2                       Rated Power     -     375 HP
-----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                 Airport Proximity
      Wx Briefing       - COMPANY                    Last Departure Point                      ON AIRPORT
        Method          - IN PERSON                    INDIANAPOLIS,IN
        Completeness    - FULL                      Destination                              Airport Data
      Basic Weather     - IMC                          SAME AS ACC/INC                           TRI-STATE
        Wind Dir/Speed- 130/004 KTS                                                              Runway Ident      - 12
        Visibility     -        .125 SM            ATC/Airspace                                  Runway Lth/Wid    -  6500/  150
        Lowest Sky/Clouds  -     PART OBS            Type of Flight Plan - IFR                   Runway Surface    - ASPHALT
        Lowest Ceiling         - UNK/NR              Type of Clearance   - IFR                   Runway Status     - DRY
        Obstructions to Vision- FOG                  Type Apch/Lndg      - STRAIGHT-IN
        Precipitation          - NONE
        Condition of Light     - DAWN
-----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      25             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                               Current        - YES        Total       -   2146         Last 24 Hrs -        3
        SE LAND,ME LAND                          Months Since   -  3         Make/Model-      810         Last 30 Days- UNK/NR
                                                 Aircraft Type - 404         Instrument-      358         Last 90 Days- UNK/NR
                                                                             Multi-Eng -     1530         Rotorcraft   - UNK/NR

        Instrument Rating(s)   - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------------
----Narrative----
SEVERAL MEN WHO WERE IN A BUILDING AT THE AIRPORT REPORTED THAT THEY COULD HEAR THE AIRCRAFT ON THE APPROACH AND THEN A
LOUD NOISE. THEY COULD NOT SEE THE RUNWAY OR THE AIRCRAFT DUE TO THE FOG. THEY GOT IN THE FIRE AND RESCUE VEHICLES AND
HAD A HARD TIME FINDING THE PLANE. THE PILOT WAS UNINJURED BUT THE AIRCRAFT HAD A BROKEN RIGHT MAIN LANDING GEAR AND
OTHER DAMAGE THAT LEAD THE OPERATORS MAINTENANCE DIRECTOR TOSTATE THAT THE AIRCRAFT HAD A HARD LANDING. THE PILOT STATED
THAT HE COULD SEE THE RUNWAY FROM 15 MILES OUT.

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Brief of Accident (Continued)

File No. - 2567 8/28/85 HUNTINGTON,WV A/C Reg. No. N255CS Time (Lcl) - 0456 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - MISJUDGED - PILOT IN COMMAND
2. WEATHER CONDITION - FOG
3. LIGHT CONDITION - NIGHT
4. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5

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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

   File No. - 2494      7/22/85    RIVERTON,WY              A/C Reg. No. N6825K          Time (Lcl) - 0945 MDT
-------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT        Aircraft Damage                    Injuries
                                                             SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation          -UNKNOWN                     Fire               Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 137                   NONE              Pass     0        0        0        0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - SCHWEIZER AG-CAT G-164B-600   Eng Make/Model - P & W R1340-AN-1     ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED           Number Engines -  1                      Stall Warning System - YES
    Max Gross Wt   -    6075                       Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       1                       Rated Power     -     600 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                      ON AIRPORT
      Method         - N/A                       SAME AS ACC/INC
      Completeness   - N/A                     Destination                             Airport Data
    Basic Weather    - VMC                       LOCAL                                   RIVERTON REGIONAL
      Wind Dir/Speed- CALM                                                               Runway Ident     - 28
      Visibility     -    50.0   SM          ATC/Airspace                                Runway Lth/Wid   -  8200/  150
      Lowest Sky/Clouds  -    CLEAR            Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE            Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE             Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      25          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
       COMMERCIAL                             Current       - UNK/NR   Total      -   1380        Last 24 Hrs -      5
       SE LAND                                Months Since  - UNK/NR   Make/Model -    650        Last 30 Days- UNK/NR
                                              Aircraft Type - PA-28    Instrument -      0        Last 90 Days-    180


       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS CROP SPRAYING A FIELD IN A SCHWEIZER AG-CAT ACFT WHEN THE LEFT LANDING WIRE BROKE. THE PLT RETURNED
TO RIVERTON, WY. DURING THE LANDING ROLL, IN ATTEMPT TO STOP THE ACFT AS SOON AS POSSIBLE, HE INADVERTENTLY
APPLIED THE BRAKES TOO HARD, CAUSING THE ACFT TO NOSE OVER.
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Brief of Accident (Continued)

File No. - 2494 7/22/85 RIVERTON,WY A/C Reg. No. N6825K Time (Lcl) - 0945 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. WING,BRACING WIRE - SEPARATION
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,ANXIETY/APPREHENSION - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
5. IMPROPER DECISION,EMOTIONAL REACTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1